SESQUICENTENNIAL
CAMBRIA COUNTY

1804 - 1954

SEAL OF CAMBRIA COUNTY

MARCH 26 1804

SESQUICENTENNIAL
CAMBRIA COUNTY
1804 – 1954

QUALITY SINCE 1854

100th

YEAR

Cambria County

has been

our home
for 100 years

and this great Johnstown store is proud to celebrate its Centennial concurrently with the County's Sesquicentennial

We're glad we grew up in Cambria County along with other thriving industries, institutions and generations of staunch people who have met success and adversity with courage and wisdom. Now, on its 150th Anniversary we salute Cambria County and join its great family in paying tribute to the beauty, the industry, the wonderful people of this fine county.

On this occasion Penn Traffic wishes to thank the people of Cambria County for the support, friendship and patronage that has kept us growing. We appreciate this loyalty and continually strive to merit it by keeping pace with your needs. In recent years we've completed a great new addition to the store. We've air-conditioned the entire store for year-round comfort and there are still plans in the offing that will contribute further to your shopping pleasure and service at Penn Traffic . . . where QUALITY at the right price has been our policy for 100 years.

Penn Traffic

OUR 100th YEAR

THIS BRIEF HISTORY PRESENTED BY

THE CAMBRIA COUNTY HISTORICAL SOCIETY

Incorporated February 2, 1925

COMMEMORATING THE

SESQUICENTENNIAL OF CAMBRIA COUNTY

1804   —   1954

Officers and Directors of the Historical Society
Elected at the Annual Meeting Held
March 29, 1954

OFFICERS

President.......................... MR. HENRY M. GOODERHAM............ Patton, Pa.

First Vice President............... MRS. FERDINAND K. SHIELDS............ Ebensburg, Pa.

Second Vice President.............. MR. J. PHILIP WALTERS............... Johnstown, Pa.

Secretary......................... MR. JAMES T. SHEEP.................. Johnstown, Pa.

Treasurer......................... MR. ERNEST APEL.................... Ebensburg, Pa.

DIRECTORS

MR. MAHLON J. BAUMGARDNER................. Ebensburg, Pa.

MR. EDWARD F. MCGUIRE.................... Wilmore, Pa.

MR. ROBERT F. PRUNER....................... Johnstown, Pa.

CURATOR

MISS EDNA LEHMAN.......................... Ebensburg, Pa.

Museum and Library at 120 E. High Street, Ebensburg, Pa.
Open to the Public Each Tuesday and Thursday
2 to 5 P.M.

PRICE—$1.00

THE FIRST NATIONAL BANK OF EBENSBURG

Established August 23, 1897

—Cambria County's Oldest Commercial Bank—

Joins In the Celebration of the Sesquicentennial

FIRST OFFICERS

Elected on July 6, 1897

ALVIN EVANS.....................President
M. D. KITTELL..............Vice President
A. W. BUCK.......................Cashier
ROBERT SCANLAN.........Assistant Cashier

FIRST DIRECTORS

ALVIN EVANS, M. D. KITTELL, F. H. BARKER, SAMUEL W. DAVIS, WEBSTER GRIFFITH, EDMUND JAMES, and A. W. BUCK.

At the regular monthly meeting of the Board of Directors on the 27th day of June, 1906, Judge A. V. Barker was elected as a Director and Mr. M. D. Kittell was selected as President to fill the vacancies caused by the death of the Honorable Alvin Evans.

---O---

The First National Bank is indeed proud of its ancestors. From the most modest beginning, it has grown with astonishing rapidity. It has safely passed through financial panic, with no failures and no distress. The bank was founded in the year 1897, when the only private banking institution (Johnston, Buck and Company) retired from business. Mr. A. W. Buck, with the original Board of Directors and Judge A. V. Barker on August 23, 1897, organized The First National Bank of Ebensburg.

---O---

PRESENT OFFICERS

HARVE TIBBOTT..........................President
CHARLES S. EVANS...................Vice President
D. SHERMAN GRIFFITH:....Executive Vice President
GEORGE B. WRIGHT.......................Cashier
EDYTHE M. JONES.....................Trust Officer

PRESENT DIRECTORS

JOHN E. EVANS, CHARLES S. EVANS, HARVE TIBBOTT, RANDOLPH MYERS, GEORGE W. GRIFFITH, T. LAWRENCE EDWARDS, JR., THOMAS F. GRIFFITH and ROBERT F. PRUNER.

THE HISTORICAL SOCIETY'S SESQUICENTENNIAL COMMITTEE

Mr. Robert F. Pruner, Chairman

Mr. Thomas F. Griffith, Treasurer

Mr. Mahlon J. Baumgardner	Mrs. Ralph H. Moore
Mr. Everett E. Custer	Mr. Randolph Myers
Mr. Raymond Lantzy	Mr. Donald A. Schettig

ADVISORY

Mr. Walter W. Krebs   Mr. Herbert J. Davies

Mr. Henry M. Gooderham, Ex-officio

The bases of the histories of the boroughs and townships were the essays submitted by the high school students in the contest sponsored by The Cambria County Historical Society. The contest had the dual purpose of stimulating interest in the history of the County during the sesquicentennial year and providing material for the compilation of this booklet.

WINNERS IN THE HIGH SCHOOL ESSAY CONTEST

Adams Township
Leonard E. Ambroe
Grace Backrich

Ashville Borough
Micaela Hoover
Mary Ellen McCarty

Barnesboro Borough
Betty Jacobs
Shirley Jones
Barbara Nagle
Mary M. Stelbosky
Dick Toth

Barr Township
Reginald Kirsch
Lois Weiland

Blacklick Township
Shirley Dowen
Sally Gressley
Sandra Kuhar
LeVaughn Shaffer
Sarah Ann Toth

Brownstown Borough
Edward Warfel

Carrolltown Borough
Bede Bender
Jack Farabaugh
Margie Feigh
Grace Himmel
Catherine Stofko

Chest Township
Dona Gates
Patricia Leiden

Chest Springs Borough
Doris Chverchko

Clearfield Township
Lois Rogers

Conemaugh Township
Patty Bozic
Dolores Freidhoff
Walter G. Freidhoff
Juniata MacEwan
Pearl Roberts

Cresson Borough
Ethel Mae Ketenheim
Ann Whitacre

Cresson Township
Joan Lynch
Paula Parrish

Dean Township
Harold Crossman
Vonda Lee Judd

East Carroll Township
Thomas G. Diethrich
Daniel Kirkpatrick

East Conemaugh Borough
Victor Standa

Ebensburg Borough
Ethel Johnston
Janice Rowland

Elder Township
Dorothy Angert

Franklin Borough
Margaret Knobloch
George Moncilovich
Dushan Poloyac
Helen Carol Sewak
Mary Kay Singel

Gallitzin Borough
Colleen M. Fels
Patricia Kotechki

Gallitzin Township
John Booterbaugh
Betty McConnell

Geistown Borough
L. R. Allen
Sally Glessner
Fred Karchnak
Kit Tkacik
Janice Varner

Hastings Borough
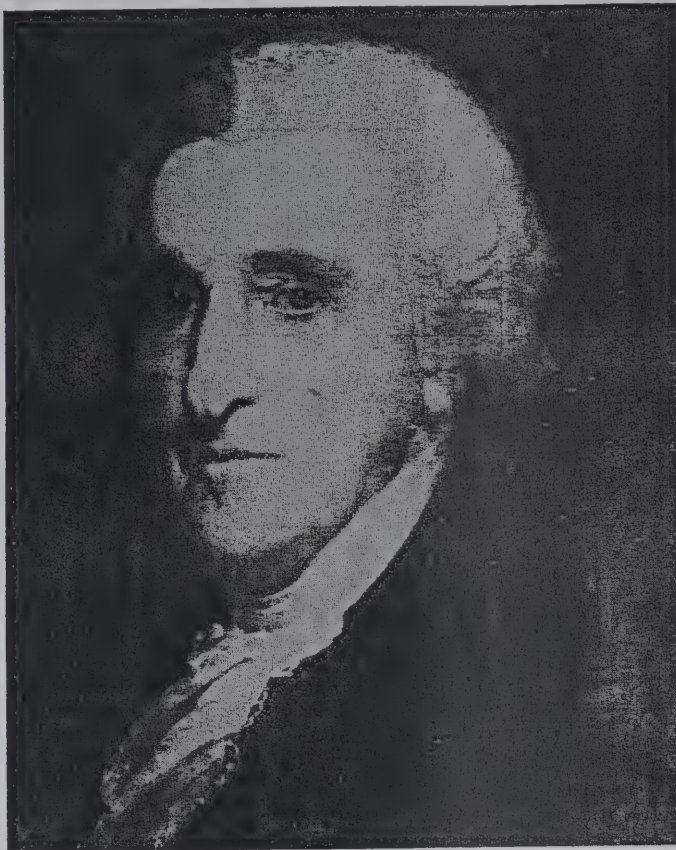Jim Bills
Carol Brazill
Wayne Collins
Janet Lubert
Diane Williams

Jackson Township
Elizabeth Szekeresh

Johnstown City
Michael Lazarchak
Annette Meyers
Miriam Sagerson
Anne St. Clair
Edward Thompson

Lilly Borough
Patricia Conrad

Loretto Borough
Robert Biter
Patricia Little

Munster Township
Laverne King
Joseph Sharmon

Nancy Glo Borough
Kenneth Bichko
Gerald Cavanaugh
Dolores Frendlow
Bernice Rose
Mary Ann Strugis

Patton Borough
Peggy Barrett
Donna Lawyer
Margie Leibesse
John Slovick
Carol Young

Portage Borough
Janet Hopson
Janet Varner

Portage Township
Mary Ellen Arpino
John Vrabel

Reade Township
Nancy Lovell
Susan Lovell

Richland Township
Rayford Allen
Robert Golob
Lois Medling
Ethel Reesey
Judy Wertz

Sankertown Borough
Shirley Boes
Judy Miller

Southmont Borough
Robert W. Adams
Carol Cover

Spangler Borough
Tomiazena Kline
Regina Riva

Summerhill Borough
Ronald Schrift

Summerhill Township
Bruce Sherbine
Donna Wright

Susquehanna Township
Carole Jean Craver
Henry Kmieciak
Jack Purcell
Bill Shepherd
Richard Slovik
Peggy Wagner

Tunnelhill Borough
Shirley McCloskey

Vintondale Borough
Eleanor Onuvec

Washington Township
Patsy Burke

West Carroll Township
Sara Bonacorso
Anne Marie Glova
Phyllis Malloy
Wanda Parek
Doris Regan

Wilmore Borough
Betty Egne
Nancy Saknar

Contributors to This Commemorative Booklet By Judging, and Editing the Essays Submitted By the High School Students and By Writing and Typing the Manuscript

Mr. William W. Black
Mr. D. K. Brasted
Mrs. Betty Burkhart
Mrs. Everett E. Custer
Mr. Penn Dively
Miss Margaret Edwards
Rev. Linford Grenacher
Miss Carolyn Hammett
Mrs. Marie Hart
Mr. Harry Hesselbein
Mr. Herman T. Jones

Miss Joanne Kelly
Miss Elsie Kels
Miss Johanna LaBuda
Mr. Francis R. Lenz
Clarence A. Lohman
Mr. W. A. McGuire
Miss Helen Miske
Mr. Randolph Myers
Mr. L. E. Peters
Miss Loretto Prindible

Miss Izetta Rhodes
Mr. James T. Sheep
Dr. Ferdinand K. Shields
Mrs. Ferdinand K. Shields
Mr. Kenneth Speer
Mr. Jack Spielman
Mr. William R. Thomas
Mr. Bruce Walker
Joseph C. Wess
Mr. Wayne Wolfe

THOMAS McKEAN

Governor of Pennsylvania

1799 - 1808

Photograph copied by State Department of Commerce from James R. Lambdin copy from original painting by Gilbert Stuart.


JOHN S. FINE

Governor of Pennsylvania

1954

LIGHT FOR FREEDOM
LIGHT'S DIAMOND JUBILEE
POWER FOR PROGRESS
• 1879 • 1954 •

1954 is a year of important birthdays!

. . . for this year we celebrate the one hundred and fiftieth birthday of Cambria County and the seventy-fifth birthday of the invention of "wire in the bottle"—the electric light bulb.

Electricity had its beginning in the Johnstown area about 70 years ago in a tiny 80 kw generating station that operated only at night. Coal was delivered by horse and wagon. Today, only one of your electric company's generating stations, such as the new Shawville station can produce as much as 3500 times this amount of electricity.

It is not by accident that most of the progress of this county and this country has taken place since the advent of low cost electric power, because it enables one man to do the work of ten, a hundred or a thousand. It makes our homes more convenient and comfortable—and our lives more pleasant.

Life today is so different from what it must have been 75 years ago, because of electricity. Sometimes it's fun to wonder what it will be like 75 years from now.
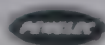
PENNSYLVANIA ELECTRIC COMPANY

OFFICIALS OF CAMBRIA COUNTY
— 1954 —

President Judge: Court of Common Pleas . . . . Hon. John H. McCann

Cresson, Pa.

Judge: Court of Common Pleas . . . . Hon. Ivan J. McKenrick

Ebensburg, Pa.

Judge: Court of Common Pleas . . . . Hon. George W. Griffith

Ebensburg, Pa.

President Judge: Orphans' Court . . . . Hon. A. A. Nelson

Ebensburg, Pa.

County Commissioners . . . . {Pat Farrell, Johnstown, Pa.
Thomas A. Owens, Carrolltown, Pa.
Cyrus W. Davis, Conemaugh, Pa.

Prothonotary . . . . Joseph C. Dolan

Johnstown, Pa.

District Attorney . . . . Fred J. Fees

Carrolltown, Pa.

Sheriff . . . . John A. Conway

Johnstown, Pa.

Register of Wills and Clerk of Orphans' Court . . . . Michael J. Hartnett

Johnstown, Pa.

Recorder of Deeds . . . . D. Tom Evans

Johnstown, Pa.

Controller . . . . Michael C. Chervenak, Jr.

Portage, Pa.

Clerk of Courts . . . . Joseph C. Wess

Summerhill, Pa.

Treasurer . . . . Dennis L. Westrick

Ebensburg, Pa.

Coroner . . . . Joseph J. Govekar

Franklin Borough, Pa.

County Surveyor and Engineer . . . . Daniel E. Bradley

Ebensburg, Pa.

Jury Commissioners . . . . {Joseph F. Pencek, Johnstown, Pa.
Charles L. Davies, Nanty Glo, Pa.

CAMBRIA COUNTY

One hundred and fifty years ago Pennsylvania legislators created a new political sub-division. They called it Cambria County.

The precise birth date was March 26, 1804.

On that date the necessary Act of Assembly was approved, and the boundaries of Cambria County were charted on the state's ever-changing map.

It was the 41st county to be created in the commonwealth; it embraced 695 square miles of sparsely-settled wilderness west of the lofty summit of the Alleghenies.

It is probable that there were less than 50 families living in this newly-defined territory.

In the Johnstown area were the pioneer settlers of the Johns, Horner, Hildebrand, Gouchnour, Wissinger and Wertz families.

Farther north at Ebensburg, Rev. Rees Lloyd was the leader of a group of Welsh settlers— the Roberts, Griffith, Phillips, Williams, Evans and Thomas families.

A few miles away was the Loretto settlement of Michael McGuire, which had attracted Rev. D. A. Gallitzin, Richard Nagle, William Dodson, John Storm and a few others. Elsewhere an occasional pioneer had built a cabin, or cleared farmland.

Their numbers were small, but still sufficient to prompt the Legislature to create a new county. They were building new settlements, and a seat of government was needed.

Familiar Pattern

This condition, or pattern, had been repeated many times over in early Pennsylvania. As settlers followed the advancing frontier westward, it was necessary for the commonwealth to establish seats of government within reasonable traveling distance of the young settlements. And so it was in Cambria County.

In the beginning, Pennsylvania consisted of only three counties—Philadelphia, Bucks and Chester.

When William Penn took control of his American province in 1682, his proprietary government established Philadelphia and Bucks Counties on the west bank of the Delaware River. Chester County included all of the unsettled land west of the other two.

Subsequently, this land was divided and subdivided to create new counties as the frontier moved westward. These land divisions continued for nearly two centuries—until 1878—when Lackawanna became the 67th county and the last to be created.

The first new county was Lancaster in 1729, followed by York in 1749 and Cumberland in 1750. It is from the original Cumberland County that Cambria County is directly descended.

Taken From Two Counties

From Cumberland the provincial government created Bedford County in 1771. From Bedford were taken Huntingdon County, and Somerset County, in 1795. These two—Huntingdon and Somerset—contributed land to make Cambria County.

To create Cambria, the legislature took Franks-town Township from Huntingdon County; from Somerset it took Conemaugh Township and Cambria Township, for which the new county was named. A small corner section of Bedford County also was included.

Cambria was at times the designation of Wales. It was a fitting name for the new county. Many Welsh immigrants had settled in the area and the Welshmen Rhys and Lloyd gave first impetus to its formation.

This legislation was approved on the aforementioned date of March 26, 1804. One year later— March 29, 1805—Ebensburg was designated as the county seat . . . "the place for holding courts of justice and provide for erecting public buildings for the use of Cambria County."

It was not until two years later that Cambria County was formally organized and able to administer its own governmental affairs. In the meantime, Somerset County officials were directed by the legislature to keep separate books for the records of Cambria County. It was not until 1807 that the supervision of Somerset County ended.

Organized In 1807

On January 26, 1807, an act of assembly authorized formal organization of Cambria. The first county-wide election was scheduled for the second Tuesday in October of that year.

At this time the new county had three political sub-divisions—Allegheny, Cambria and Conemaugh Townships. Allegheny included all of the northern third of the county—the part which was taken from Huntingdon County. Cambria Township, in the center section, and Conemaugh Township, in the south, retained the names they were given when they were in Somerset County.

The first change in this three-way division came in 1810, when the county's population reached 2,117. That year Summerhill Township was created from a part of Conemaugh Township.

When Cambria County was charted on the commonwealth map, its outline resembled an imperfect parallelogram standing on its short end and leaning to the east. It is bounded by Somerset County on the south, by Westmoreland and Indiana Counties on the west, by Clearfield County on the north, and by Blair and Bedford Counties on the east.

The north, west and southern boundaries are virtually straight lines, except in the south where the boundary follows the curves of Stonycreek River for a short distance. The eastern boundary follows the meandering crest of the Allegheny Mountains.

Allegheny Plateau

Most of the land within this perimeter is rolling tableland, part of the Allegheny plateau. However, in the southwest section the Conemaugh Valley presents a deep gorge that cuts between Laurel Hill to the southwest and Chestnut Ridge to the northeast. Elevations range from 1,147 feet in the valley bottom at Johnstown to nearly 3,000 on the highest peaks of the Alleghenies.

The drainage system in the county is one of its most remarkable features. Few counties in the state can match Cambria as a source of great rivers.

The county has its own continental divide. It is known as Dividing Ridge and generally divides the northeast part of the county from the southwest. It also is the ridge which divided the part of the county which came from Huntingdon County, and the part which came from Somerset County.

Streams on opposite sides of the ridge—within a few miles of each other—flow in opposite directions, eventually reaching the Gulf of Mexico or Chesapeake Bay.

Principal Streams

The Dividing Ridge extends in an irregular line from the Cresson area toward Nicktown, passing northeast of Ebensburg and southwest of Carrolltown. Principal streams to the north are the West Branch of the Susquehanna, Chest Creek and Clearfield Creek—all of which drain into the Susquehanna proper and eventually reach the Atlantic Ocean.

Main streams in the south are the Little Conemaugh and Stonycreek, which meet at Johnstown to form the Conemaugh River which then joins the Kiskiminetas, the Allegheny and the Ohio before reaching the Gulf of Mexico. Headwaters of these two main systems are within a few miles of each other along the Dividing Ridge.

At the time of its founding, Cambria County was crossed by two principal roads, which at that time were little more than paths.

In the north of the county the Kittanning Path was part of one of the main routes east and west. It passed near the present sites of Coupon, Ashville, Chest Springs, Carrolltown, Patton, Hastings and Cherrytree. It played an important transportation role in the colonial era.

Conemaugh Path

The other route was Conemaugh Path, which entered Cambria County from the south. It extended from Bedford to Johnstown and then followed the Conemaugh River through the gap toward Pittsburgh and the Ohio country.

Just south of the county was a more important route—the Raystown Path, predecessor of the Forbes Road and Lincoln Highway. It extended through Everett, Bedford, Ligonier and Greensburg. As the path extended west from Bedford it passed near the present site of Quemahoning Dam, from where settlers could follow the Stonycreek Valley into the Johnstown area.

An indication of Cambria County's sparse population is reflected in the results of the first presidential balloting which took place in the county in 1808—more than four years after the county was created.

There were five polling places for the entire county. Twenty-two votes were cast in Allegheny Township, 29 in Cambria Township and 18 in Conemaugh Township, which included Johnstown. President Madison received a wide majority.

First Election

Although the first county-wide election was set for October, 1807, there was little electing to be done. Edward V. James, the first prothonotary, was appointed by the governor, and Joseph M. McKean, the district attorney, was appointed by the state's attorney general.

Principal prize in the election was the office of sheriff. But even victory was partially by appointment. The act creating Cambria County directed the election of two sheriffs. This was an old custom that permitted the governor then to appoint whichever winner he preferred. Thus James Meloy became the first sheriff.

The first commissioners of the new county were Samuel McMullen of Loretto, Thomas Phillips of Ebensburg and Samuel Studebaker of Johnstown. It appears that the electors wisely chose one from each township.

Cambria County joined with other counties in the election of members of the state legislature. In 1808 Cambria and Somerset Counties made up one district

which elected Alexander Ogle to the General Assembly. The following year Cambria, Bedford and Somerset Counties comprised the senatorial district which elected Jacob Blocker to the State Senate.

Became Own District

It was not until 1843 that Cambria County became a district in its own right in the election of assemblymen. In 1906 it also became a separate senatorial district.

In 1809, when Cambria Countians voted for their first Congressman, the county was part of the Congressional district which also included Westmoreland, Armstrong and Somerset Counties. The county is now in the 22nd Congressional District with Indiana and Armstrong.

In respect to the courts, Cambria County was a part of even greater territorial section. When it was created it became part of the new 10th Judicial District which also included Westmoreland, Somerset, Indiana and Armstrong Counties. The first district judge was John Young of Greensburg, who served for 30 years.

Judge Young was followed in the 10th District by Thomas White (1834-47), Jeremiah Burrell (1847-48) and John C. Knox (1848-51). Judge Knox later became a justice of the supreme court and state attorney general.

In 1850 Cambria County became part of the 24th Judicial District with Blair and Huntingdon Counties. Up to this time judges had been appointed by the governor, but with creation of the new districts, judges became elective. George Taylor of Huntingdon was the first to be elected and served until 1871.

Judge John Dean was elected in 1871 and served until 1883.

Cambria County became a separate district—the 47th—in 1883 and Robert L. Johnson was elected first judge of the new district.

Tenth In Population

In the 150 years that have elapsed since its founding, Cambria County has risen to a position of rank among counties in Pennsylvania. It is only 31st in size, but ranks 10th in population.

The communities and villages—some of them no longer in existence—may be divided into two classes: The older ones, which were of spontaneous growth, and the newer ones which developed as a result of industry or trade.

Among the better known older communities are Johnstown, Ebensburg, Loretto, Carrolltown, Chest Springs, Munster, Plattsville, Summerhill, Lilly, Wilmore and others along the route of the old Allegheny Portage Railroad. Among the newer ones—established after 1865—are those in Johnstown's suburban area and many of the coal towns scattered through the county.

New or old, each of the many communities has contributed a share to Cambria County history.

The county history is, in effect, the combined histories of all of its component parts—its principal city, its boroughs, townships and villages. The parts give substance and authority to the whole.

Brief summations of the founding and development of each of the county's political sub-divisions appear elsewhere in this publication, along with stories on industries which played vital roles in the county's growth.

IRON AND STEEL INDUSTRY IN CAMBRIA COUNTY

BY PHILIP J. HOFFMANN

The early settlers of Cambria County were backwoodsmen and farmers and their need of iron was easily satisfied by the many furnaces and forges of the nearby and more settled Eastern Counties.

Roads were few and transportation difficult, and, as most of the area was remote from the main East-West highways, Cambria County was slow in developing an iron industry, although in 1832 a Mr. Gordon wrote about the prospect of making iron from native ores of Cambria County, as follows: "and there is iron, as is said by some and denied by others."

The requisites for a successful iron establishment in those days were a supply of iron ore and limestone which must be nearby and easily mined; an extensive forest area as a source of charcoal, and a stream to furnish the power.

As this combination rarely existed at the populated centers, the furnaces were usually built in the wilderness and the product had to be carried out either by horseback or by rough and sturdy carts over precarious mountain roads.

If one were to follow such a road, one might arrive at a pyramidal four-sided structure of stone, about 30 feet high and built against a hill, with a cluster of wooden sheds and a great wheel revolving under the impetus of a mountain stream. The wheel would be working two great leather bellows which wheezed and creaked as they forced air into the base of the stone structure.

A delicate white vapor trailed from the top of the masonry accompanied by belches of clear flames. This would be the iron furnace.

Nearby the miners would be digging the ore and farther in the woods the charcoal burners would be slowly burning great piles of wood, 25 to 30 feet in diameter and 10 feet high, covered with sod and dirt to control the combustion.

Ore and charcoal and limestone would be carted day and night to the top of the stack and dumped into its hollow central shaft.

Twice a day, or oftener, the molten iron would be tapped from the bottom and run into molds cut into the sand floor of the casting shed. The iron was cast into useful things for local consumption, such as cooking pots, stove grates, etc., or into large blocks called pigs. The pigs were carted to a forge where the iron was remelted, refined and hammered into wrought iron bars, useful for other products.

The construction and operation of the Pennsylvania Canal made it possible to ship heavy iron products to Eastern and Western markets and men's thoughts turned to the possibility of manufacturing iron in the county.

In 1833 George King, a young merchant from Mercersburg, only 24 years old, came to Johnstown to avail himself of the business opportunities which he heard were to be had in the bustling canal town of Johnstown.

In 1839, fired with the dream of making iron, King made an extensive search for iron ore in the neighboring hills and found such large quantities of good ore that he determined to engage in the business.

After testing the ore for quality at the Ross furnace, which was built as early as 1814 in Westmoreland County a few miles south of New Florence, King in partnership with David Stewart, John K. and William L. Shryock, built in 1841-1843 the first furnace in Cambria County.

The furnace was called the "Cambria" and was located on Laurel Run in West Taylor Township. It was so successful that other furnaces soon followed. These were: Mill Creek furnace on Mill Creek, Upper Yoder Township, built in 1845 by John Bell & Co.; Benscreek also in Upper Yoder Township, built in 1846 by Geo. King & Co.; Eliza furnace on the Blacklick, in what is now Vintondale, built by Ritter & Irvin in 1846; Mt. Vernon furnace built in 1846 at the foot of Prospect Hill in Johnstown by Peter Levergood & Co.; and Ashland furnace six miles north of Gallitzin, built in 1847 by Joseph Conrad and Hugh McNeal.

All of the furnaces were constructed along the same lines and each produced approximately 1,000 tons of pig per year. A furnace was usually operated only during the warm months when it employed about 80 to 90 men and boys. During the winter the furnace was relined and prepared for the next campaign.

Of the six furnaces built in Cambria County, all except two were cold blast. The Benscreek and Eliza furnaces, however, were equipped with heating coils so that the air could be heated before being blown through the tuyeres into the base of the furnace. This was a remarkable improvement, making it possible to burn coke, which was soon to replace charcoal as fuel.

The stack of the Eliza furnace in Vintondale is the only structure still standing. One can see there the original primitive heating device on top of the old stone stack.

The first iron enterprise in Cambria County was a forge built in Johnstown on the Stonycreek in 1809.

It was used to hammer bar iron from Juniata iron. There was also a nail-cutting establishment in 1810.

Notwithstanding these early works, the real beginning of Cambria County as an iron center took place with Mr. George S. King and his "Cambria" furnace.

In 1843 King became associated with Dr. Peter Shoenberger, who had previously obtained the interest of David Stewart. In 1844 King and Shoenberger purchased the holdings of John K. and William L. Shryock, and in 1846 they had complete control of four furnaces—the Cambria, Mill Creek, Benscreek and Blacklick.

The construction of the Pennsylvania Railroad in 1852 convinced King that the best outlet for their iron was not as pig iron, but as wrought iron rolled into rails for the new railroad.

With the four charcoal furnaces and 25,000 acres of land (a furnace could burn 250 acres of woodland in a year) King and Shoenberger secured financial support and a charter from Harrisburg for the "Cambria Iron Company."

Dr. Shoenberger was elected president; Simeon Draper, vice president; Geo. W. Hodges, secretary; and Mr. King, general manager. In 1853 the new company began the construction at Johnstown of a rolling mill, four hot blast coke furnaces, refining furnaces, and other buildings.

In 1854 the new mill produced four large wrought iron T rails on its trial run, and in the next year produced the first 30-foot rails rolled in this country for which, unfortunately, there was no demand and they were used in the company's yard tracks.

King had started his enterprise on a rising market. Foundry iron had risen from $20.88 per ton in 1850 to $36.88 in 1854, at which time iron rails were selling for $80.33 per ton. A sharp drop in prices followed in 1855, when iron dropped to $27.75 and rails to $62.88, and prices continued to drop steadily until 1861 when foundry iron was sold at $20.25 and iron rails at $42.38.

The new company therefore found itself in financial difficulties and management changes followed. In 1855 the works were leased to Wood, Morrell & Company, with Mr. Daniel J. Morrell as general superintendent. Under the new ownership the company was more successful and Mr. Morrell was later to become one of the leading men in the American iron and steel business.

The local natural resources were of great value to the struggling concern. The enormous land holdings contained a wealth of bituminous coal, iron ore, and fire clay, thus providing the works with cheap fuel, ore and furnace building material at its very door.

The ore bed was in the center of the Johnstown basin; its eastern outcrop was a short distance west of Conemaugh well up the hillside above the railroad. From there it ran under Prospect appearing at water level at Hinkston Run. The bed was quite extensive and was probably benched at all of the Cambria County furnaces.

The ore was a carbonate of iron with sufficient limestone to make it self-fluxing in the furnaces. It contained an average of 30 per cent of iron and was mined as late as 1875 when it was wholly replaced by the cheaper and far richer lake ores.

The Cambria rolling mill, as well as others of the same period, was of the two-high type, i.e., two rolls, and was operated either as a drag over or as a reversing mill. Heavy rejections of rails because of torn flanges threatened the future of the project.

To assist in correcting its troubles, Wood, Morrell & Co. engaged Mr. John Fritz as chief engineer. After operating the existing mill for some time, Fritz proposed to rebuild the mill making it a three-roll-high with 20-inch diameter rolls. The owners balked at spending money on equipment which they felt was impractical, and, following the advice of other mill builders, suggested that the new mill be built two-high with 18-inch rolls and with gearing of higher ratio to secure increased rolling speed.

Fritz ignored the owners' instructions and proceeded to build the new mill in line with his own plans. The old mill was shut down for the last time on July 3, 1857, and by July 29 the new mill was completed and ready for operation. The first pile of iron was rolled without a hitch—the first perfect rail ever to be rolled on a three-high mill.

The owners' troubles were not over, however, for on the following Saturday the entire mill building burned down and the story was rumored that the new mill was a failure and that Fritz had burned the mill to hide his failure.

However, Fritz was not dismayed and in four weeks had the mill running and producing perfect rails, without a hitch of any kind, thus making the Cambria Iron Company a financial success and giving it a rail mill far in advance of any other plant in the world. In a short time other plants had to adopt the three-high system to stay in business.

It is probable that the three-high roll train was not new with Fritz. Fritz's claims were based on the successful application of the three-high principle to heavy sections. He was granted a patent on the three-high rolling mill October 5, 1858.

At this time there was no cheap way of making steel in large quantities. Steel was so expensive that its use was limited to tools and other items where the

qualities of steel warranted the payment of high prices for the raw material.

In 1846 John Kelly with his brothers bought and operated a furnace at Eddyville, Kentucky. Here they produced the usual iron blooms. This required large amounts of charcoal and within the year all the timber near the furnace was consumed. This set Kelly to thinking and after discovering the behavior of air on white hot iron, conceived the idea of blowing air through the molten iron, thus using the impurities in the iron as fuel instead of charcoal.

Kelly began his experiments in October 1847 and continued until he succeeded in getting a patent in 1857.

Kelly hardly obtained his patent when he, like thousands of others, was thrown into bankruptcy by the panic of 1857. Having lost his own works, Kelly came to Johnstown and obtained permission to continue his experiments. Here he built the converter which is now preserved in the office of the Bethlehem Steel Company.

Meanwhile, Mr. Morrell with others obtained control of the Kelly patents, organizing the "Kelly Pneumatic Process Company." In October, 1864, the new company obtained the American rights for Mushet's patent for re-carburizing the pnuematic steel.

In Europe, Mr. Henry Bessemer was successful in getting patents on the same process and sold his American control to Alexander Holley and Associates of Troy, New York.

Each of the two companies possessed something the other needed. The Kelly Company controlled the pneumatic principle and the Mushet patent; the Troy Company controlled the Bessemer mechanical patents. In 1866 the two companies combined and from that time the production of Bessemer steel expanded rapidly in this country. The first steel rails ever rolled on order in the United States were rolled in Johnstown in August, 1867, from ingots made at the works of the Pennsylvania Steel Company at Harrisburg. Although interested in the Bessemer patents, Cambria did not complete its Bessemer works until 1869. The first blow was made July 10, 1871, and the Company rolled and sold its first rails that month. These steel rails sold for $104 per ton.

The success of the new process warranted the enlargement of the original shop and it was not long before there were four ten-ton vessels in operation, and the Cambria Iron Company became one of the largest steel producing units in the country.

In 1877 the Gautier Mills of Jersey City, New Jersey, were invited into partnership with the Cambria Iron Company, the result being the formation of the "Gautier Steel Company, Ltd."

The new company manufactured plow steel and other bar and wire products which were marketed by Cambria in all parts of the world.

Shortly after its formation complete control passed into the hands of the Cambria Iron Company and the Gautier Steel Company passed out of existence, becoming the Gautier Division of the Cambria Iron Company.

In the ensuing years the management of the plant passed under several controls. In 1898 the Cambria Steel Company leased the works of the Cambria Iron Company. In 1916 the Midvale Steel and Ordnance Company secured control of the Cambria Steel Company, and in 1923 full control of the Cambria Steel Company was assumed by the Bethlehem Steel Company.

Under the management of the Bethlehem Steel Company, the Johnstown Works have been greatly improved. Vast sums of money have been expended so that today the Johnstown Plant of the Bethlehem

Steel Company is a modern unit capable of successfully meeting all present day competition.

The story of iron in Cambria County would be incomplete without including the Johnson Steel Street Rail Company.

While the Cambria Iron Company was establishing its supremacy, another steel industry took seed in Johnstown and developed into a flourishing industry.

In 1883, Tom L. Johnson of Louisville, Kentucky, and A. J. Moxham also of Louisville, organized the "Johnson Steel Street Rail Company" to manufacture a new type of rail suitable for street railway purposes.

The new company started with an uncovered area on Center Street in Johnstown, but later moved to Woodvale.

As all of the rails were rolled by Cambria, the new company was considered as a feeder to the Cambria Iron Company with the expectation that it would be absorbed should the venture be successful.

However, the demand for the new rail, jocularly called the "Jaybird Rail," was so great that the firm decided to produce its own raw materials. In 1887, Mr. Moxham acquired the Von Lunen farm in present-day Moxham, and in 1888 placed in operation a new plant consisting of a 27-inch train of rolls, four heating furnaces and two open hearth furnaces. The

same year the name was changed to the "Johnson Company" of which Arthur Moxham was president and Tom L. Johnson was vice president.

In 1890 the open hearth had an annual capacity of 6,500 tons.

In 1893 a charter was secured and as there was considerable dispute for better shipping facilities, the company decided to build a new plant at Lorain, Ohio. In 1894 the rolling mill was moved to Lorain, the frog and switch departments being retained at Johnstown.

In May, 1895, the name was changed to the "Lorain Company" for both the Lorain and Johnstown Plants, and shortly after became a subsidiary of the Federal Steel Company. The latter in turn was absorbed February 11, 1901, by the United States Steel Corporation under whose management the works are operated today.

LUMBERING
IN CAMBRIA COUNTY

BY R. DUDLEY TONKIN

Most timber cruisers and estimators want to know or at least have lines marked and the corners established on a property before they start to estimate the timber.

The part of Penn's Woods (Pennsylvania) named Cambria County is no exception to this practice. Under the Constitution of 1790 and the Law of the Commonwealth, one member of the Governor's cabinet held the office of Surveyor General. The man holding this office was a land surveyor and the men working with him were termed artisans due to their skill in the art of surveying. The office of the Surveyor General at this time was a busy place. Among its many duties was to survey and mark the lines and corners of the new counties created by the Assembly.

When the Governor signed the Act of March 26, 1804, creating the new counties of Cambria and Clearfield, he ordered the Surveyor General to lay out these counties as outlined in the Act.

One of the most historic land marks in this part of Pennsylvania had been designated by the Assembly as the northwest corner of Cambria County. Therefore, let us turn our thoughts backward and join the party assigned by the Surveyor General to locate the corners and run the lines. We will follow them for many miles through the forest to where the leader of the party comes to a halt at a large wild black cherry standing on the west side of the Susquehanna River near the mouth of Cush Cushing Creek. The compass man walks around to the down river side of the tree where he finds three small notches, made with an ax or tomahawk, breast high and about six inches apart. The three notches tell our surveyor we are at the upriver corner of the tract of land purchased by William Penn's heirs from the Indian tribes by treaty-deed made and entered into at Fort Stanwix, New York, in 1768.

These marks have been on the tree for about thirty-six years and show their age by being partly overgrown with bark. We walk around to the Southwest side of the tree and find similar marks except that they are new and bright. Our leader tells us these new marks are the start of the Indiana-Cambria County line and were made about one year earlier at the time of the Indiana County survey.

Our minds eye timber cruise in the early part of the nineteenth century will start from this well-established corner among the tall pines where the under-story of hemlocks and hardwoods compete for the bit of sunshine breaking through the pine tops.

This imaginary trip, going back to 1804, brings to mind a real survey party working on this line in the spring of 1894. An Act of the Pennsylvania Legislature of 1893 authorized the counties of Cambria, Clearfield and Indiana to have their county surveyors jointly locate and establish the site where the famous cherry tree stood. To carry out this order, the three county surveyors met in the village of Cherry Tree to start the work. Cambria sent John Scanlan of Carrolltown, Clearfield sent Harry Byers of New Washington. The Indiana County man was John R. Caldwell of Indiana. These men organized a surveying party and made John Scanlan, Esq., one of the grand old men of Cambria County, chief of the party.

While this surveying party of 1894 was re-surveying the original line, Mr. Scanlan found evidence of very old line markings on a large oak. He called Joe Wilson, the axman, to block the tree (cut two deep notches—one above and the other below the mark on the bark—and split out the part between the notches). When this was done the mark of the early survey of 1804 could be seen. A count of the annual ring growths confirmed the old county line survey. The writer was front chain carrier and the only person living who helped to locate the William Penn Monument erected in the fall of 1894 to mark the Cherry Tree Corner. Continuing our travels, we cross Peg Run near the present reservoir of the Cherry Tree Water Co. where tall white pine trees vied with each other for sunshine. Crossing a dividing ridge, we are in Douglas Hollow near the Village of Greenwich. Large pine stumps tell us of the large timber that stood in this short valley. From here we climb, with our imaginary party of 1804, to the plateau area that divides the Susquehanna and Allegheny River Watersheds. Here we find the tall pines have given way to the hemlock and hardwoods. We are at the headwater streams and valleys of North Blacklick Creek. Timber growing conditions, as set up by nature over this region, developed some of the most choice hemlock and hardwoods to be found in Pennsylvania. Our line will lead us on the western side of the North Branch of Black Lick where it meets the South Branch. From here our estimator found an almost unbroken oak forest, with yellow poplar in the coves and rich moist soils and massive chestnut on the more dry ridges. Crossing the Conemaugh, the oak hardwood forest continued along the Cambria-Westmoreland County line to the Southwest corner of Cambria County.

Here we turn almost east through hardwoods until near Stonycreek where we meet some hemlock. Traveling up the stream we see a heavy stand of

hardwood and turn east to near the present town of Scalp Level. A heavy stand of hemlock greets us on each side of the line. In some locations to the south, sugar maples take over.

We travel eastward to the corner on the top of the mountain through a hemlock hardwood stand of timber. Turning northeast at the top of the mountain on the Bedford-Cambria line, we travel through oak and chestnut. Looking westward, heavy stands of hemlock and hardwoods can be seen in the tributary valleys of the Upper Conemaugh River. Looking east we see oak and hardwoods. This type of forest continues along the Cambria Plain line on the high levels when we reach the northeast corner of the county were it joins with Clearfield. It is interesting to note as we pass Tunnel Hill that the land elevations drop more or less to the north. Looking west the hemlocks and pines come more near the top of the ridges. Turning west at the northeast corner of Cambria we follow the Clearfield-Cambria line through an almost unbroken forest of pine and hemlock to the Cherry Tree corner. After the long trek through the forest, with our mind's eye of 1804, over the boundry lines we are anxious to see the great stands of timber in the interior of the county. The West Branch of the Susquehanna River, Chest and Clearfield Creeks head in Cambria County, flow northward and enter Clearfield on the North Cambria line. Few, if any, valleys within the state contained such a large volume of virgin timber per mile of stream. Clearfield Creek being the longest of these streams flowing to the Atlantic, heads in Munster Township among the highland hardwoods (beech, birch, cherry, chestnut, oak and poplar). Gently flowing from this high elevation to the wide valley at the foot of Loretto Hill where the hemlocks compete with the hardwoods for control of the land. This stream valley and its branches was very well timbered in its course through the county. A large percentage of the pine, poplar and hemlock was carried to market on its waters. The uppermost point for floating logs appears to have been at a small up and down saw mill dam, equipped with lift gates, near where the Cresson-Loretto road crosses the creek. Logs were floated from here to Williamsport. Head of navigation for rafts 100 to 120 feet long was the Gates Dam near Flinton.

Chest Creek heads in Allegheny Township among the hemlocks and hardwoods. This stream flows north to Bradley Junction where it becomes a navigable stream for logs.

James Farabaugh of Loretto was the last man to put logs into Chest Creek at this point and drive (float) them to Eckenrode's Mill where others took over to keep the logs moving down stream and to market.

Eckenrode's Mill was the upstream point in the Chest Creek valley for white pine timber. This valley produced some of the largest timber within the state. As we travel down stream to within about one mile of Patton, we find some very large white oak. The king tree in this group was the finest white oak I have ever seen. It stood on the Peter Strittmatter Farm, over 60 feet to the first limb, cut in the summer of 1949 and scaled 4,300 board feet.

The next very large trees we find in the valley stood in a group across Chest Creek from the mouth of Brubaker Run at the present location of Garway Station of the Pennsylvania Railroad. Cambria County can claim the largest of these trees. One large tree, about 130 feet tall, was made into the largest ship spar ever to float on Susquehanna River waters. The measurements were as follows. This spar was standard length of spars for the rigging of America's famous clipper ships. The value of a spar was determined by the diameter 12 feet from the butt or large end. This spar was 43 inches in diameter (measured with a pair of large calipers) and 90 feet long with a 33 inch top diameter. It sold for about $500 or $11.60 per inch. Had this tree been cut into lumber it would have made over 6,000 feet of one inch boards.

The Susquehanna, being the third well timbered valley in the north end of the county, heads on the Strittmatter farm about one mile south of Carrolltown. Flowing northward through hemlocks and hardwoods by the present towns of Bakerton and Binder where it has grown large enough to carry saw logs on its waters.

Thence on by Spangler where nature had scattered a few pines among the hemlocks. Continuing down stream we come to a famous tract of pine (Whipporwill Tract) which was cut and put afloat near the present borough of Barnesboro. The town of Emeigh took over some of the best pine land in Pennsylvania. Some very good ship spars were cut in Emeigh Run valley and rafted in Kinports Dam, head of navigation for rafts. From here to the county line (Cherry tree Monument) was an unbroken stand of pine and hemlock. Practically all this timber went to market on the river. The timber resources of Cambria can be roughly divided into three groups as to species and locations.

The northern third of the County can be termed the pine country. Fifty percent or more of the timber was white pine. The other being about equally divided between hemlock and hardwoods.

Three-fourths of this timber was carried to market on the waters of the Susquehanna River in the form of rafts of ship spars, booms, square timber, together

with logs being transported by a system of floating, called log driving. This was big business for many years.

The central third of the county, known as the hardwood-hemlock district, partly drained by Blacklick Creek, contained very fine hardwoods which came into the market before the hemlock had any commercial value. Cherry was the first and most valuable timber of the early days. One of the pioneers, Thomas Griffith, Sr., was king of the cherry lumber trade in Pennsylvania. He started sawing cherry on a little old up and down water power saw mill on Howells Run, just south of Ebensburg. That town being a trading center, he established a lumber yard where he purchased cherry trees from the small mill men within teaming distance. He was very successful and established a yard in Philadelphia where he specialized in cherry lumber but handled some yellow poplar. His business increased to such an extent that he reached to the north tier counties of McKean and Potter for more cherry. His success can be attributed to being a good judge of timber, honesty, the ability to pay spot cash for lumber delivered to his yards and a reputation among the lumber trade of the East of handling only lumber of full or extra thickness. The trade term being "cut strong." Thin cut lumber was an abomination to this Congregational deacon.

Another man made early lumbering history in Cambria County. A Maine Yankee by the name of A. A. Barker settled in Carrolltown at an early date and started to manufacture and deal in shook. The material to make barrels to hold liquids is first quality white oak. It was called "Tight Cooperage Shook." He set up shook mills at many places were there was a good supply of white oak. At first the shook was hauled by wagon or sled to the canal. When the railroad was built to Ebensburg this shook dealer moved there. He worked hard—early and late—and developed a very large business as manufacturer and dealer in both tight and loose (dry) shook. He specialized in the raw materials (shook) used in hogsheads—barrels, kegs and buckets as they were used as containers for many different things in pioneer days. Like most articles of that day, they were made of the most plentiful and practical thing at hand, i.e., oak. Hoops were made by splitting a small slim sapling, called a hoop-pole, and the ends fastened together in a very ingenious manner to make a barrel hoop. No iron or steel hoops at that day.

Tight cooperage (barrels) were used in the molasses, whiskey, oil and salt (brine) meat trade. Slack or dry cooperage was used in the flour, sugar and salt trade.

It is told that Mr. Barker would walk to Winterset, load a car with shook and walk home in time for the evening meal, after which he would attend to the business of the day at his store office. He operated the mills, store and farms, made prohibition speeches, operated a station on the Underground Railroad, and left his mark for the betterment of Cambria County.

The Southern third of the County carried a high percentage of oak and hardwoods with the exception of South Fork valley of the Conemaugh River and the up-land swamp of that area. One of the largest saw mills within the county operated for many years at Sidman, cutting hemlock and hardwoods for the Williamsport firm of Pearley and Crocket. Kuntz and Goodwin operated a band mill for several years at Dunlo.

In this section of the county sugar maple came into its own in the sweets trade as well as quality lumber. Cambria County has been outdistanced by her neighbor on the south, in maple sugar products, due to the early cutting of her maple trees.

The Vintondale Lumber Company of Clearfield operated a mill, cutting about 100,000 board feet per day just over the Indiana County line with timber cut on the Blacklick Creek water shed in Cambria. In other words, Cambria timber was sawed in Indiana County.

Barker Brothers operated mills at many points— the largest being on the Blacklick. Webster Griffith, son of the cherry king, operated a band mill for many years, cutting about 35,000 feet per day at Cardiff, Cambria County. Small mills powered with water or steam have been cutting over the county for the last hundred years. Their combined total output exceeds all other methods.

The tract of land on which we started to follow the surveyors by turning the clock back to the year 1804, contains 435,840 acres.

We find it to have been well timbered and on a very conservative estimate it would have cut 8,716,800,000 board feet of lumber.

One-half of this volume has throughout the years been more or less destroyed in various ways or lost by forest fires.

Small mills are estimated to account for 2,000,000,000 board feet.

Rafting and logging by water, 1,500,000,000 board feet.

Large mills in and bordering the County, 1,000,000,000 board feet.

With proper fire protection and care, the 200,000 acres or more of forest lands within the county will keep their renewable natural resources green to help make Cambria County a good place to live.

THE CAMBRIA COUNTY HISTORICAL SOCIETY
LIST OF LIFE MEMBERS
July 31, 1954

Mr. Leo J. Buettner

Mr. Everett E. Custer

Mr. John M. Bennett

Mr. Herbert J. Davies

Mrs. Olive Eckenrode

Mr. Charles S. Evans

Mr. O. H. Fogelsanger

Mr. Henry M. Gooderham

Hon. George W. Griffith

Mr. John V. Hammond

Mr. James R. Harris

Dr. George Hay

Mr. Herman T. Jones

Mr. Walter W. Krebs

Mr. Llewellyn E. Lloyd

Mr. William A. McGuire

Mr. Randolph Myers

Mr. Tom Nokes

The President of St. Francis College

Mr. Robert F. Pruner

Mr. Tillman K. Saylor, Jr.

Mr. Kenneth Sharbaugh

Mr. Walter R. Suppes

Mr. John Thomas, Jr.

Mr. Harve Tibbott

Mr. J. Philip Walters

Miss Myrtle Walters

Mrs. Ivy Waterman

Mr. R. S. Waters

Mr. Myron C. Williams

Mr. David C. Wolfe

Mr. Leonard Yeckley

ADAMS TOWNSHIP

Adams Township was created January 5, 1870, from Richland Township. It was named for a pioneer family by the name of Adams. As nearly as can be determined this family came into the area in the early 1770's. In 1772 Samuel Adams and an Indian killed each other in an encounter while the members of the Adams family were in flight to Bedford to escape Indian raids. Both men were buried side by side at a place near what is now known as Cole's Crossroads in Richland Township.

Perhaps the best known landmark of Adams Township is the site of the South Fork Dam. This was constructed on South Fork Creek in 1840 to help supply water for the Pennsylvania Canal. It was completed in 1852, and was reportedly the world's largest earthen dam. It covered 420 acres and held 480 million cubic feet of water. With the completion of the Pennsylvania Railroad the canal system was doomed. The railroad bought the entire system, including the dam, in 1857. For some years it remained unused until it was sold in 1879 to Benjamin F. Rupp, who organized the South Fork Fishing and Hunting Club. Repairs were made to the dam wall, but in doing so the discharge pipes were covered over.

Membership in the club was limited to sixty persons, and as those who were members were wealthy it was regarded as a millionaire's club. Each member and his family were entitled to a two weeks' stay. A clubhouse accommodating 200 persons was built in addition to several cottages. Two steam yachts, four sailboats, and fifty canoes and rowboats were docked along the banks. The lake and surrounding forests offered sporting opportunities to nimrod and fishermen. Members called the dam "Conemaugh Lake." Among those who relaxed at the lake site were Andrew Carnegie, Henry Clay Frick, Philander C. Knox, and Andrew Mellon.

On the afternoon of May 31, 1889, the dam burst as a result of exceptionally heavy rains, and there were released approximately 4,500,000,000 gallons of water which rushed down the course of South Fork Creek and on through the Conemaugh Valley to cause the disastrous Johnstown Flood of 1889.

In the early days of Adams Township lumbering was a profitable pursuit. An early community was Sidman, originally called Lovett for one of the first settlers, but as there was a similarity to the name of Loretto, it was decided to change the name to Sidman. This was done to honor a local minister by that name.

By the turn of the century mining of bituminous coal was prominent in such communities as Beaverdale, Dunlo, and St. Michael. A railroad extended through the township from South Fork to Windber.

Farming constitutes another pursuit of this township with the communities of Elton and Salix, formerly Adamsburg, serving as trading centers. As many of the early settlers were of German descent, the Germanic characteristics of thrift and diligence have been applied on many of the farms of this township.

ALLEGHENY TOWNSHIP

Allegheny Township is located a little northeast of the center of the county and is bordered on the north by Clearfield Township, on the east by Gallitzin Township, on the south by Cresson and Munster Townships, on the west by Cambria and East Carroll Townships.

Allegheny Township was one of the three original townships, and embraced the entire northeast corner of Cambria County at the time the county was formed. The word "Allegheny" is a Delaware Indian name, meaning "Fair Water."

More than twelve municipalities have been erected out of the original township.

The earliest actual settlement in this region was made by Michael McGuire at a site about one mile east of the present village of Loretto in 1788. According to local tradition he came as a hunter as early as 1770. The site of the hunting camp is in the northeast corner of the township, just off the Kittanning Path.

The Kittanning Path crosses the township from the "Clear Fields" on Clearfield Creek to the Chest Creek at Eckenrodes Mill.

McGuire gave four hundred acres of land for the establishment of religion and the maintenance of resident clergy. On this land now stands the church of St. Michael, St. Francis College, and the Convent of the Sisters of Mercy. A soldier of the Revolutionary War, Captain McGuire brought his family from Maryland. Other settlers followed and the place was called "McGuire's Settlement." The founder died in 1793 and was the first to be buried in the ground he donated for the use of a cemetery.

In Allegheny Township, one mile distant from Loretto, the famous Loretto Springs Hotel was erected about the year 1857. Built to accommodate 150 guests, the hotel became a popular summer resort.

In addition to having the distinction of being one of the original townships, Allegheny Township was honored by the fact that William Penn reserved a portion of the township for one of his manors. Early papers show that a tract of land between Loretto and Chest Springs was retained by William Penn and called "Chest Manor."

Allegheny Township had an early foundry built by Peter Little.

ASHVILLE BOROUGH

Fires in the old Ashland furnace long since had been extinguished for good when the borough of Ashville was incorporated June 6, 1887.

Hardy industrial pioneers had launched an iron-making venture at the site 45 years earlier, in 1842. But the enterprise survived only until 1851.

Ashland furnace was named in honor of Henry Clay whose home was called "Ashland." The settlement which sprung up around the stack of the iron smelter also quite appropriately was known as Ashland.

Much later, at about the time the municipality was created by court decree, the name of the town was changed to Ashville. This move was deemed appropriate when the first postoffice was established in the community which lies in the valley of the Clearfield Creek in the northeastern part of Cambria County. It was learned that another town in the state previously had hung up the nameplate Ashland.

Two brothers, David and Joseph Trexler, tilled their crops in the solitude of the rural way of life of that bygone era. In 1840, they were given the first hint that their farms were destined to play a part in the spread of civilization and progress.

A crew of stonemasons moved in that year to chip out the rock for use in the projected iron-making business.

Joseph A. Conrad purchased 180 acres of land in the shadow of the Trexlers' haystacks in 1842. He opened an ore bank at the site in 1845 and a year later took James Conrad as a partner. The borough presently is located on former property of the Trexler brothers.

Hugh McNeil took charge and operated Ashland furnace—at least off and on—from 1847 until 1851. During this period 6,300 tons of metal were produced. Some of the output was marketed in Duncansville where it was hauled by wagon.

George Crane assumed control of the furnace in 1851. However, he undertook to make iron by using cord wood and raw stone coal as fuel, instead of conventional charcoal, and his experiment ended in failure.

The furnace never was fired again. The ruins eventually were dug up and removed in 1896.

Industrial activity in the section was limited from 1851 until 1882 when the Cresson, Clearfield County and New York Short Route Railroad plotted a right-of-way through the district.

The road finally was completed in 1890. It ran parallel to Clearfield Creek.

Up until that time, logging had been conducted under handicaps. Timber was cut and stored in dams along Clearfield Creek. Wooden feeder sluices led to the dams. Logs and rafts were impounded, awaiting the rise of the water at the breaking of the ice in the spring.

The railroad, however, provided a much better means of moving the timber to the market.

In 1894 the C & C C was reorganized. Its trackwork totaled 30 miles, including branches to mines. The road was consolidated with five other railways in 1903 to form the Cambria & Clearfield Railroad. It later became the Cresson and Irvona Division of The Pennsylvania Railroad.

Coal production in the Ashville section boomed as the "iron horse" became a familiar sight up and down the river valley.

Mines were given such picturesque names as "Dry Bread," "Black Diamond," "Ant Hill," "Macaroni," etc. Dexter Carpenter was a prominent operator of the day.

Coal company homes were built in the town but years later were sold to private buyers.

A shook shop was another industry in the town in its early history. The first was owned by James

McGuire. Shooks were bundles of staves—usually about 20 to 30 to a bundle—used to form casks.

Among other pioneer businessmen were James and Gallitzin Myers, first livery stable; John Daugherty, blacksmith shop; Joseph Fisher, brickyard; Paul Elwanger, mortician; Frank Trexler, barber; Will Burgoon, drug store; Dave Trexler, saw mill, and Joseph Weber, flour and feed mill.

Ashville received a major setback in 1892 when a disastrous fire broke out. Most of the homes and business places west of the railroad track were destroyed. Volunteers came by rail from Altoona and Coalport to help fight the conflagration.

The first public school in Ashville was built in 1888. It closed in 1921 when a parochial school was opened. The latter, in turn, was converted into a public school in 1936. The building still is used by the Cresson Joint School System.

St. Thomas Aquinas Catholic Church was built in the town in 1889. It burned in 1942 but a year later was replaced by a new brick structure. Rev. Father John B. Hackett, who was pastor then, still remains in charge of the parish.

Following World War II, John Lipple Post 4315 of the Veterans of Foreign Wars and its ladies auxiliary were formed. The post organized a drum and bugle corps in 1951. The following year the corps captured the state championship in competition at the VFW encampment at Pittsburgh.

Ashville Volunteer Fire Company was formed in 1950. Members have built a fire hall and more recently a community building.

The town has a population of 441.

BARNESBORO BOROUGH

Barnesboro, a station of the underground railroad in the Civil War, is located in the northwest corner of Cambria County on U. S. Highway Route 219.

It now is the largest town in that section. The most recent count showed 3,442 residents.

But once—less than a century ago—the site of the borough was a rolling farm of 420 acres.

Back in 1865 the land was owned by Daniel Mc-Anulty. His home stood in the center of what now is Philadelphia Avenue. He had five sons who became loggers and farmers. Members of the family called their little settlement McAnulty.

Prior to McAnulty, however, the area was granted to Edward C. Fisher in 1835. Then it was dense forest. David Ralston and Peter Garman, two early settlers, cleared the land. They hauled the lumber to Indiana where it brought $7.50 per thousand feet.

Later Daniel McAnulty bought Peter Garman's 420 acres for farming. In those days, eggs sold for 8 cents a dozen and butter for 12 cents a pound.

Several decades later coal mining came into prominence chiefly because of the development of railroad facilities which linked many communities in the county with big market cities.

Between 1885 and 1900, options were taken on thousands of acres of land in the Barnesboro region.

Thomas Barnes, an Englishman operating out of Philipsburg and Philadelphia, was one of the big buyers. Barnesboro was named for him.

In association with Alfred Tucker of Philadelphia, Mr. Barnes started to develop the lush bituminous territory. The partnership at one time had six mines in production simultaneously. Two of them, Lancashire Mines 1 and 2, were named in recognition of the Englishman's birthplace.

Mr. Barnes was penniless when he came to America and started his business career in Philadelphia. He died a rich man in 1911 after founding and becoming president of two banks.

Barnesboro became an incorporated borough March 5, 1894. Henry Cannon was the first burgess. Mr. Barnes was a councilman.

Other new mines also had been opened the year before, in 1893, with the completion of the railroad to the town. Miners from Philipsburg and Houtzdale were attracted to the community which offered job opportunities through its thriving coal industry.

As the need developed, mine company homes sprouted up in North Barnesboro.

An adequate water supply wasn't obtained until after two business block fires in 1907.

The town reservoir now is located on the hill where Mr. Barnes first opened a mine.

In 1898 the Barnes & Tucker Company, named for the two prominent coal operators, built the first power plant which supplied electricity both to the community and to mining property.

Milton Spencer and John Willens founded the weekly newspaper, The Barnesboro Star, in 1902. Today it has a circulation of 7,000.

The first school of eight rooms was built in 1897.

Barnesboro counted mining and lumbering as virtually its only industries until 1930 when Phillips-Jones Corp. opened a shirt factory in the town.

In more recent years, the emphasis has been on industrial diversification. Both the Barnesboro Businessmen's Association Inc. and Barnesboro Industrial Association have devoted much time and effort to this end.

Just last year the two organizations signed a contract with the Otis Safety Ladder Company for the operation of a plant in North Barnesboro.

Under the agreement, the Otis firm stipulated it would organize a Pennsylvania corporation to be known as Aluminum Products Inc., capitalized at $150,000.

The first church in Barnesboro was the Presbyterian Church on Chestnut Avenue.

W. C. Westover and one of the McAnulty descendants founded a lumber business in 1900. Presently it is known as the Barnesboro Lumber Company.

The first house to have electricity is the one in which Mrs. Emily Cogan now lives.

Trolley cars skipped about the town for 22 years, from 1906 to 1928 when public transportation service ended.

The greenhouse of the James Clarke family appeared on the scene in 1906.

The Hope Fire Company was organized in 1898. From two hand carts at the start, the local volunteers have made the transition to two large pumpers and an equipped emergency truck. The fire company owns its own building as well as the Malta Building and the Community Building.

Today the Phillips-Jones shirt factory employs 300 persons. The product turned out in the plant is marketed in many places in the nation.

Barnesboro has numerous service clubs, fraternal organizations, business establishments and 12 churches.

BARR TOWNSHIP

Barr Township, 32.8 square miles of rolling Pennsylvania countryside, is situated in the northeastern part of Cambria County. It was created September 4, 1872, from lands formerly belonging to the townships of Blacklick, Cambria and Susquehanna.

It was named by Henry Scanlan, a surveyor, after the Barr family of Johnstown, who never lived in the township but owned land there in the early days of the Commonwealth. The Census of 1880 listed its population as 900 and 70 years later the 1950 Census counted 3,084 inhabitants.

Lumbering and farming were the earliest industries and coal mining became an important means of livelihood in the township when its surface was found to be richly underlaid with coal.

The village of Nicktown grew up around the Catholic parish of St. Nicholas which was established there with 38 members in 1861. This beautiful country village of about 220 people sits on a high level spot near the center of the township. The St. Nicholas Church, parish buildings and graveyard are located on 15 acres of land reserved for that purpose from a tract acquired from Father Lemke of Carrolltown by Bernard Lambour who had emigrated from Alsace-Lorraine.

In its early days the village was called Blacklick Settlement because of its location near the headwaters of Blacklick Creek. It was later called St. Nicholas for the parish but was renamed Nicktown in 1873 when a post office was established there. The application for a post office disclosed that there was already a St. Nicholas post office in eastern Pennsylvania. The first postmaster was Nicholas Lambour whose father had owned the land which became the church site.

The village of Marstellar, a coal mining community of nearly 1,000 people, is in the northeastern part of the township on Moss Creek. It was so called for a man of the same name associated with the mining industry around which the town is centered.

The little village of Watkins, also located in the northern part of the township, had its origin in homes provided for miners who worked in the Watkins coal mine.

West Branch, another small coal mining settlement in the northern part of the township, was named for its location on the west branch of the Susquehanna.

Other names prominently related to Barr Township's early history are: Ager, Baker, Beck, Byrne, Fresh, Gessler, Griffith, Hammond, Hoppel, Kallenger, Kirsch, Kline, Kritzer, Krumenacker, Lantzy, Lehmier, Lieb, Soisson, Sutton, Weiland.

One of the most prominent of Barr Township's native sons is Father Maximilian Duman O.S.B., a botanist noted for his explorations into the Arctic and botanical interpretation of Army aerial photographs.

BLACKLICK TOWNSHIP

Blacklick Township was organized October 10, 1850, with territory taken from Cambria and Jackson Townships. Its western boundary is part of the western boundary of Cambria County. The Township takes its name from Blacklick Creek. The name Blacklick probably had its origin in the fact that salt licks were found where there were outcroppings of coal. A part of Blacklick Township was organized as Nanty Glo Borough in 1918.

The first settlement in what is now Blacklick Township was that at Belsano founded in 1830 and named for a town in Italy. Among the early settlers we find the following names: Reed, Hite, Duncan, Empfield, Edwards and Makin. The early mail delivery to Belsano was from Seward.

Bethel was the site of the first church in the area founded by Rev. Williams in 1833. The name is of biblical origin and selected by the early settlers. Bethel was a Welsh settlement founded by people who abandoned their first settlements in the area at Beulah. Mail service was through the post office named Pindleton. Among the early settlers at Bethel we find the following names: Enoch Reese, Thomas Davies, Isaac Mahan, Isaac Wissinger, Jeff Rowland, and John Jones. Sawmills were operated by John Jones and Enoch Reese.

The village of Twin Rocks was established in 1875 and takes its name from two almost identical rocks found near the big bend in Blacklick Creek. In extending the railroad from Ebensburg to Vintondale in 1893-94 the original twin rocks were dislodged and eventually cut into building stone. It is reported that the stones were used in building the Rockville Bridge across the Susquehanna River near Harrisburg. The community was also known as Big Bend and Expedite. The former name originated with the curve in Blacklick Creek, and the second because it was the name of the post office established in 1896. In 1894 the first car of coal was taken from the Wagner Mine in Twin Rocks.

Ivison was settled about the year 1860 and was a scene of much lumbering activity. The first lumber mill was owned and operated by James

Bracken. Early settlers included Michael Stiles, Andrew Marsh, Joseph Hines, Abe Longenecker and others. Mail was delivered from the Strongstown post office three times each week.

Cardiff was built on land owned by Ellsworth Rowland when the development of coal lands was begun in 1901. Its name was taken from the name of a city in Wales. Mail was delivered from the Pindleton post office.

Other villages in the Township were Eleanor, Bracken, Mudtown, Red Mill, and White Mill.

In August 1892 it was reported that Mr. Charles McFadden, a railroad contractor, was tunnelling for coal in Ferguson Hill near Twin Rocks. Following that date and the completion of the railroad in 1894, Blacklick Township became a leading producer of bituminous coal.

BROWNSTOWN BOROUGH

Brownstown Borough has the distinction of being the first community to take roots on any of the hilltop areas surrounding Johnstown.

While early Johnstown and its adjacent boroughs were expanding along the valleys, the hilltops attracted only the scattered homes of farm families.

It was the little village of Brownstown that first acquired identity as a hilltop suburb.

Brownstown was not incorporated as a borough until June 10, 1908. But for at least 20 years before that date it was known by the same name. In 1887 it had a population of 274 residents.

The borough was once a part of that vast expanse known as Yoder Hill, west of Johnstown. When Upper and Lower Yoder Townships were created, the Brownstown area was in the latter. It now is bounded by the township, Westmont Borough and the city.

As the village developed, it was named for a family which settled there before the Civil War. Henry Brown and his wife, Margaret Brown, purchased the land from David Yoder, Jr., in January, 1861. They in turn sold their holdings to Cambria Iron Company in April, 1862.

The iron company retained the mineral rights, its prime interest, but resold the land to other settlers of Yoder Hill.

The largest land purchases were made by the Habicht and Gilbert families, after whom the borough's two principal streets were named.

The George Habicht, Sr. family purchased Henry Brown's log cabin. The Michael Gilbert family bought about 22 acres from the iron company in December, 1864.

The settlement attracted families of German descent. Other land owners of the 1860's and 1870's were the families of Henry Bremer, Sr., Conrad Kurtz, Joseph Huff, Sr., Anton Riek and Mrs. Veronica Cowan.

Two main streets were named Gilbert and Habicht and three others were named for members of the Habicht family—George, Catherine and Elizabeth. These street names have since been changed to Gable, Crystal and Home, respectively.

By the time of the Johnstown Flood of 1889, Brownstown had approximately 300 residents. By 1891 this figure had risen to 550. Many Johnstowners who had fled to Brownstown to escape flood waters, remained there and built homes.

By 1910 the population had reached 1,300. The latest census in 1950 placed the population at 1,500. The residents are still predominantly of German extraction.

In July of 1908—one month after its incorporation—Brownstown conducted its first municipal election. The first borough and school officials were:

Henry C. Stephens, burgess; William Bremer, assessor; Henry VonAlt, Henry Fulmer, William Ream, Sr., Conrad J. Kurtz, Henry Meyer, Christ Ferg, and Henry Bremer, Sr., members of council;

William N. Kurtz, Joseph C. Neatrour, George C. Habicht, Edward J. Kurtz and William G. Lebzelter, school board members.

Attorney Percy Allen Rose was the first borough solicitor and C. P. Collins the first borough engineer. Charles Schumacher became high constable and chief of police; Andrew Neatrour became street commissioner.

Ensuing years saw several milestone's passed in Brownstown's march of time:

In 1912 the first street lights were turned on. Storm and sanitary sewers were laid in 1913. In 1915 water was piped into the borough and fire plugs installed. The first volunteeer fire company was organized the following year.

The first streets were paved in 1921 and bus service reached the borough in 1926. St. Michael's Catholic Church, organized in 1911 with Rev. Father Matthias Pfeil as rector, dedicated its church building—the only one in Brownstown—in 1929. Prior to that date services were conducted in St. Michael's School Hall.

Public schooling in the borough goes back to an undetermined date in the 1880's. The first one-room school, established before the Flood of 1889, was enlarged into a two-room building in 1893 and other additions have since been made.

CAMBRIA TOWNSHIP

Cambria was one of the three original townships created when the county was formed. It included the center of the county and the territory west and north of the center. All or part of ten townships have been formed from the original township area.

Excluding Ebensburg, the first settlement in Cambria Township was that at the presently deserted village of Beulah.

The settlement of Beulah was made by a number of Welsh under the direction of Rev. Morgan John Rhys. It has been written many times that Beulah was a thriving village in 1804 when Cambria County was organized. Some historians have written that the decline of Beulah began when Ebensburg was selected as the county seat. It is stated further that the decline was hastened when the Turnpike bypassed the village.

Some writers of the early history of the county state that Beulah had a newspaper and a library.

Subsequent research discloses that Beulah was a promotion of Dr. Benjamin Rush of Philadelphia, a well-known colonial patriot. It has been established that Dr. Rush sent Rev. Morgan John Rhys to Beulah as his agent for the purpose of selling building lots from a tract of land owned by Dr. Rush. It is true that the plan of Beulah was made and filed in the Court House at Somerset but it appears that the village consisted of a few cabins, a church and a cemetery.

A newspaper was published with the Beulah date line but it was printed in Philadelphia as part of the promotion. It is doubtful that a library was in operation there.

Those who were encouraged to come to Beulah found the land rocky and unsuited for cultivation. The settlers experienced many privations and became discouraged.

Rev. Rhys stayed with the venture a short time and moved to the town of Somerset. He became the first prothonotary of Somerset County where he died in 1804.

The first permanent settlers in Cambria Township were those who came with Rev. Rees Lloyd to Ebensburg, one of the most prominent of whom was the Roberts family.

For many years the principal industries of the township were agriculture and lumbering. The township was underlaid with coal but there was no great activity until the development of Colver.

Late in 1910 Ebensburg Coal Company broke ground in the northern part of the township for the development of coal. The company was owned by Messrs. J. H. Weaver and B. Dawson Coleman who named the new town Colver, using the first syllable of one name and the last syllable of the other. Colver grew to be one of the leading coal producers in the county. The first coal was shipped from Colver in October, 1911.

Revloc, in the western part of the township near the deserted village of Beulah, was opened under the Weaver and Coleman management in 1916. Revloc is the word Colver spelled backwards. The first coal was shipped from Revloc in March 1918.

In 1950 the township population was 5,846.

CARROLLTOWN BOROUGH

Carrolltown, founded by a priest and named for the first Catholic Bishop in the United States and a center of Catholicism for more than a century, lies north of Ebensburg on U. S. Highway Route 219.

It goes back to Germany and the Rev. Peter Henry Lemke. He was born in a Protestant family and became a Lutheran minister. One day he listened to a priest say his first Mass. Thereafter Lemke became a convert to Catholicism.

When 31, Father Lemke came to Philadelphia. The celebrated Father Gallitzin needed assistance. Father Lemke was assigned to Cambria County, first in Ebensburg, subsequently founded St. Joseph's at Hart's Sleeping Place. That was 1835.

The priest kept the faith growing. He bought 395 acres in 1840 from William Vaux, known as the Curtis Clay Tract. Father Lemke wanted to name his settlement "Gallitzin." Father Gallitzin said no. They agreed on Bishop John Carroll of Baltimore. But it wasn't until April 19, 1858 that Carrolltown got its borough incorporation papers.

Seven years before, however, John Campbell (for whom Campbell Street was named) bought a little more than 81 acres from Father Lemke and laid out a town he called Campbelltown. The two were combined in the Carrolltown incorporation.

Father Lemke first built a log house and chapel on the hill where the monastery now stands. In digging a foundation he uncovered a vein of coal; sold some of it at 10 cents a bushel. The second house was built at what is now Switzler's garage. In 1848 the Old Sun Brewery was built. The Carrolltown Fireman's Club is on the site now.

On the highest spot in town stands St. Benedict's Church, blessed on Christmas morning 1850—or 51 years from the day of Father Gallitzin's first church in Loretto. St. Benedict's has held its centennial, it has been reconditioned but its original beauty has been enhanced with time.

The church stands in the town's center, 2,173 feet above sea level, topped by a 172-foot spire, on which is a nine-foot cross, equipped with bells and

cloth. The exterior is cemented in stone and concrete; it will seat 1,000 persons and the hand-carved high Gothic altar of wood was imported from Germany at the then high cost of $3,000.

Before the days of World War I the town had a community brass band, famous for its concerts from the Church Tower at dawn on the Day of Pentecost.

The first public school, for one term, was in a vacant brewery, the second year on the Monastery grounds, the lower floor being a school, the upper, the town hall, while the first parochial school was in the church basement, until 1870 when the school and convent were built.

In the beginning, Carrolltown was populated by craftsmen, a livery, blacksmith, sawmills, flour mills and, at one time, three breweries which Father Lemke encouraged, hoping the Germans would keep to beer, instead of whiskey. At one time, however, Carrolltown whiskey was widely known—and used—in eastern United States.

It was in Carrolltown that A. A. Barker came from Maine to establish a lumber business. We later find him a substantial citizen of Ebensburg.

Burgess Jacob Yaegly got the fire company organized in 1860, largely with buckets and a bit of hose. Today the Carrolltown Volunteer Fire Company has three trucks; a pumper, a newer chemical truck and an emergency truck, carrying portable lighting equipment and auxiliary pumps. The town population in 1858 was 300; today about 1,500.

Peter Urban had the first log cabin boarding house, the bank was founded in 1888 and, for many years, had the first telephone, while the newspaper, then called "North Cambria News", appeared in 1879 and is now "The Carrolltown News."

Carrolltown's big employment is coal. It has come through fires, smallpox epidemic, cyclones, a gas boom that failed, into a clean town that Father Lemke, if he could look out from the one big cemetery in which he reposes, might well call: "Good."

CARROLL TOWNSHIPS—EAST AND WEST

East and West Carroll Townships, as such, are less than 50 years old—but they are rich in Indian and folk lore and religious tradition.

The two townships were formed from the mother Carroll Township on September 5, 1910. However, the area was of economic importance for more than 100 years before that time.

The 23-mile Kittanning Path, made famous by the Indians and Indian fighters, passes through another historical Carroll spot—Hart's Sleeping Place near St. Benedict.

From these two townships have come a number of leaders of men and professions. Among them was Dr. Lawrence Flick, born and reared in what is now East Carroll Township. He became internationally known for his tuberculosis control work. He was among the first to say and then prove that tuberculosis—then commonly known as the White Plague—was curable.

For years his work centered around the cure and control of the disease and he was called upon to address numerous medical societies in all parts of the world.

Among the latter-day leaders to gain prominence outside Cambria County is Augie Donatelli, National League umpire, who once earned his living working in the Carroll Township area coal fields.

Some writers credit Abiah Taylor with being the first white man to acquire land in East Carroll Township as early as 1773. He reportedly settled west of Chest Creek and soon was followed by Curtis Clay, William Brown, James Collins and Fred Hannum, other pioneers.

The economic pattern here is the same as in most Cambria County sections. First lumbering, then milling and finally mining and commerce. Coal gave Carroll Township two major communities—Bakerton and St. Benedict—both primarily mining villages now in West Carroll Township.

Conrad Luther, also is reputed to have been one of the early settlers of the area. He, reportedly, came to this country with the Hessians hired by the British in Revolutionary War days. It is said he deserted from the British in Lancaster and joined the Continental Army.

Writers say that in 1796 Luther located on a farm, now owned by William Farabaugh in East Taylor Township. He is buried in the orchard on the Farabaugh farm at the source of the West Branch of the Susquehanna River, a mile south of Carrolltown.

The town of Bakerton, as it is known today, was founded by Sterling Coal Company, incorporated in 1889. Residents of the village receive their mail at Elmora Postoffice. Bakerton was named after Col. Robert Baker, the company's fourth and current President, and the late John Holton, its third president.

Another pioneer mining firm is that of Barnes and Tucker Coal Company, which opened two mines in Bakerton early in the Twentieth Century.

Coal has been important to Bakerton and its population has grown until today it has about 1,850 residents.

St. Benedict, the smaller of the two West Carroll towns, was named after a saint of the same name. The village was formed in 1901, but years earlier the site had become prominent. This reference, of course, is to St. Joseph's Church at Hart's Sleeping Place.

It is said that Prince Gallitzin visited Weakland's Settlement (Hart's Sleeping Place) to baptize Charles Weakland, using the bureau for an altar. During that visit he gave permission to the settlers to build a church there. Americus Bender, John Weakland and sons, Peter, William, John and George; John Miller, Michael Cunningham, Jacob Yost, Jacob, John and Christopher Luther and John Elder were among them. They started clearing the land for the church in 1826. The actual construction started a few years later. Father Gallitzin dedicated the church to St. Joseph on October 10, 1830.

Like its larger neighbor, coal mining has placed its economic touch on St. Benedict. A large office of Peale, Peacock and Kerr Coal Company operates in the town. Once the Northern Cambria Street Railway connected St. Benedict with its neighbors —but now it has motor coach lines to provide transportation.

The old-fashioned bucket brigade and the old hose carts once provided the two townships with fire protection. Now, however, motorized equipment from neighboring boroughs and townships provide such protection when needed.

As is to be expected because of their long religious tradition, the Carroll Townships are well supplied with churches, Catholic and Protestant.

CASSANDRA BOROUGH

Cassandra Borough owes its start to an Ebensburg lawyer and its name to his wife.

Attorney George M. Reade, who figured prominently in the development of Cambria County, laid out the town in streets and building lots as early as 1888. He called the community Derby, which some others have referred to as Darby.

The name didn't stick. On September 23, 1908, when the borough was incorporated, the new designation of Cassandra became effective.

Cassandra was the wife of Attorney Reade who practiced law in the county seat. The choice of her name for the new municipality is testimony of the esteem in which the two were held.

The town is unique in that down through the years it just has kept rolling along despite its lack of industries.

Residents work in nearby mines when work is available, in the railroad shops in Altoona and in the steel mills in Johnstown.

Mine 2 of C. A. Hughes & Company, located a mile distant at Benscreek, was a major employer of the men until it closed about a year ago.

Route 53 passed through the town until about 10 years ago when it was rerouted. A handful of business establishments dot the community.

Bernard Hendler, proprietor of the Hendler Hotel in Johnstown until his death a few years ago, was a dominant figure in Cassandra for three decades.

In his younger days Mr. Hendler started out in business there on a small scale. He acquired a reputation as an astute civic leader and successful merchant during his 30-year stay in the borough.

Cassandra had a population of 381 when the most recent census was taken.

CHEST TOWNSHIP

Long before white men settled in the area that is now Chest Township, Indians of the Delaware tribes stalked game through its mountains and valleys in their never-ceasing battle for survival.

By 1794, an extensive tract of land in the area had been acquired by General McConnell, a Philadelphian who had helped lead Americans to victory in the Revolution. It was not until 1818 that Ruth McConnell, widow of the general's son, occupied the family estate. On an elevated spot commanding a grand view of the surrounding countryside, she built a magnificent mansion. Glen Connell was the name she gave to her home, which was on the road to Carrolltown. Only ruins of the mansion now exist.

Gradually more settlers arrived in the area through Burgoon's Gap. At first, religious services were held by the predominantly Catholic people in private homes. In the late 1840's it was decided that the 35 families around Glen Connell, though poor in wordly possessions, should have a church in which to worship. Through five laborious winters, men of the families devoted many hours to hewing logs and hauling stone for its construction and at last, in 1853, it was dedicated in honor of St. Lawrence the Martyr, which apparently accounts for the change of name of the township's only community from Glen Connell to St. Lawrence.

Also in 1853, Chest Township officially came into existence as a political subdivision of the county. Formed from portions of Susquehanna and White Townships, it was incorporated December 10. It is bounded on the north by the Clearfield County line, and is situated between Hastings and White Townships.

The township had a population of 527 by 1890 and St. Lawrence at that time had only 53 people. Population of the township has slowly decreased through the years, standing at 374 in the 1950 census.

The first tavern, so called but more nearly an inn in function, in the township was kept by Matthias Dietrich, and another was opened in St. Lawrence in the 1860's by Adam Leiden.

Chest Township from the beginning has been a farming area. Aside from the main agricultural products of potatoes and apples, there is a small dairy, a turkey farm and a tree nursery.

One coal mine, the Chrystmas, employing about 30 people, is now in operation, and strip mines have removed some coal in the past. Also, considerable lumber has been produced by the heavily wooded hills.

St. Lawrence today has a fine new elementary school, a brick church completed in 1911 and a post office.

CHEST SPRINGS BOROUGH

Chest Springs is distinguished by being one of the oldest boroughs in Cambria County—and by today being the smallest in population.

The borough was incorporated May 10, 1858. Almost 100 years later—at the time of the county's Sesquicentennial—it has about 230 residents.

Another distinction for the community was noted about 65 years ago. Flour from Chest Springs' then famous rolling mills was reputed to be the first foodstuff to reach Johnstown after the tragic flood of May, 1889.

Chest Springs nestles in a section of the county crossed by the Kittanning Path, made famous by the Indians and the Indian fighters. It was in this section, after 1768, that the first surveys were made in what now is Cambria County.

The road from Ebensburg to Philipsburg, opened about 1826, passed through Chest Springs and thence north.

Historians believe that Chest Springs got its name from Chest Manor, a tract reserved by the Penns. The manor tract was situated between Chest Springs and what is now the town of Loretto.

There is no proof, but observers say that the word Chest was derived from the huge stands of chestnut timber in the manor area. The second part of the borough's name came from the springs along this section of the Kittanning Path.

"Maine State Yankees" drifted into the district and other sections of the county during the 1850s. The Perrys and the Nutters settled in the Springs section and opened the lumbering trade.

This trade is one that the Springs had in common with most early Cambria towns. The land had to be cleared and the timber was necessary for growth and expansion.

Fifty teams of horses and 12 yokes of oxen were used to haul the lumber to and from one of the sawmills, it was said. The town in those early days also had a shook shop to make barrels, a woolen mill, foundries and blacksmith shops.

A number of hotels served the workers and travelers in those pioneer days—but fire destroyed them before the advent of the Twentieth Century.

The "Maine State Yankees," now extinct in the Springs section, brought their religion with them—the Presbyterian faith. A church was built, which stood until 1908.

A Catholic mission started in 1880 and a church was built in 1889, followed by a church hall, rectory and a school. All of these buildings still are standing.

CLEARFIELD TOWNSHIP

Clearfield Township is bounded on the east by Clearfield Creek and on the west by Chest Creek. The Boroughs of Ashville and Patton make the southeast and northwest corners. The village of St. Augustine is in the center of the township.

The township was organized on December 3, 1822 and was the first formed from Allegheny, one of the three original townships. The name is taken from the "Clear Fields" which were found near the site of the present Borough of Ashville.

Among the early settlers of the township were the Burgoons, Dawsons, Krises, Nagles, McGoughs and Weaklands.

A plan of the town of Gallitzin, Clearfield Township, Cambria County, was recorded on April 27, 1849. The town was never incorporated and later adopted its present name, St. Augustine.

The township is principally agricultural and in 1950 had a population of 1,200.

CONEMAUGH TOWNSHIP

Conemaugh, dating from 1801, was one of three original townships comprising Cambria County. Out of it more than 15 other municipalities were formed. Now it is long and narrow, running from the City

of Johnstown line at Frankstown Hill to Ragers Corner. The name comes from the river and is of Indian origin.

First it was an agricultural paradise. Then came coal and limestone mining and sawmills. There are few farmers today and the woods are giving way to suburban living. Today's population has passed 2,000—highest in history. With average altitude of 2,200 feet it is one of the county's highest townships.

All of the township is in six principal sections— Bon Air, Cover Hill, Parkstown, New Town, Gossard, and Wissinger Hollow (the latter famous for Coal Mine 73, still operating). New Town was so-called when Cambria Steel opened mines 40 years ago. There is still an operating sawmill by the Triangle Lumber Company.

Frankstown Road was built across the township. Horse-drawn wagons hauled pig iron by this route from Hollidaysburg to Johnstown and Pittsburgh. Along this road is a water trough, over 100 years old, first used by horses, but now a spring for human consumption.

The first school was in the N. R. Griffith home —on the farm which is now Bon Air. Later another school opened in the Singer home, which today is a welding shop, opposite the Forest Park Club. One of the oldest landmarks is a log cabin built by the Shoupe family, near the John H. Friedhoff farm, on the slopes of Peggy's Run.

Descendants of the township's first settlers, Cover, Goods, Loebrichs, Goughnours, Shaffers, Kohlers, Senfts, Noons, and Singers, can be counted in today's population.

The new WARD television tower is located in the township. One of the more beautiful and carefully kept areas is the final resting place of people and of history—the Forest Lawn Cemetery. This cemetery, about 56 acres, once was farm land—a part of the Noon estate. In the spring its beauty is enhanced by Japanese cherry blossoms, mountain ash, and rhododendron in full flower.

Finally, in Conemaugh Township, near Mineral Point, is one of history's landmarks—the old Portage Railroad Tunnel, the first railroad tunnel built in the United States.

CRESSON BOROUGH

Cresson, situated in the Allegheny Mountains, approximately 2,200 feet above sea level, is located at the crossroads of U. S. Route 22 and Pennsylvania Route 53, on the Main Line of the Pennsylvania Railroad. It is 15 miles west of Altoona, 25 miles east of Johnstown, and eight miles east of Ebensburg, the county seat.

Originally Cresson was part of the old Adams Tract given to Ignatius Adams for services rendered to the government in the War of 1812. Many years before the district was organized in 1894, it was well known as a popular mountain summer resort. A noted physician, Dr. C. M. Jackson, who established the Cresson Springs Resort, gave Cresson its name, in honor of Elliott Cresson, a Philadelphia philanthropist and an early subscriber of the Pennsylvania Railroad.

The advent of the railroad marked Cresson's real beginning as a business center. In 1893 the Cambria & Clearfield and Cresson & Irvona divisions of the Pennsylvania Railroad were opened, establishing headquarters at Cresson; soon afterwards, a round house and machine shop were constructed. With nineteen main line trains stopping daily, Cresson enjoyed splendid passenger and shipping facilities. The Cresson Branch in one month alone, took care of 2,291,000 tons of coal.

Thus railroading became the main occupation of the men of Cresson as the Pennsylvania Railroad hired hundreds for jobs as firemen, engineers, callers, trainmen, yard masters, clerks, car inspectors, oilers, machinists, repairmen, and the like.

Cresson's present bank, the First National, was established in 1901; a modern two-story department store was built in 1905; its first newspaper, the Cresson Record, had its beginning in the little old Doran House on First Street; and another business, second only to the railroad, the Pennsylvania Coal and Coke, located in Cresson in 1902, opened the Mountain Supply, and operated a number of mines in the vicinity.

However, it was not until December 4, 1905, in response to a petition, signed by ninety-eight citizens amidst a storm of protest from residents of Cresson Township, that the Cambria County Courts granted the request for incorporation of Cresson as a borough. Improvements followed in rapid succession: construction of a sewage system, placing of arc lights, paving of the first street—Talford Road, additions to the Keystone Avenue School.

Four eras characterize Cresson's history. Cresson of the Adams Tract was a dense swamp said to have been inhabited by bears, wild cats and panthers, with its springs draining into Laurel Run, thence into the Little Conemaugh. Cresson of the eighties was catering to the carriage trade, to the guests of the large summer resorts nearby. Cresson of the early twentieth century was the bustling Cresson Division, the railroad and mining town.

Cresson, today with a population of more than 2,500 has a diversified industry—modern stores of all types, wholesale produce concern, ice cream manufacturing company, lumber mills, television cable industry. Cresson, today, is proud of its joint school system, its four beautiful churches, modern homes, splendid recreational program, well housed sites and fraternal associations, and plans for a two million dollar school which, alone, would point to continued progress.

CRESSON TOWNSHIP

Cresson Township, playground of some of the world's notables of a bygone era, is steeped in historic lore.

A resort which won widespread fame was established there an even 100 years ago. It was started in 1854 by what then was known as the Allegheny Mountain Health Institute. The name was changed to the Cresson Springs Company—the first exploiter of Cambria County spas—in 1861.

The organization set aside an area as "a place of recreation and convalescence." It provided a museum, library, observatory and a site for the "promotion of natural science."

Situated atop the Alleghenies, the play spot was located at the settlement known to some as Summitville and to others as Summithill.

Summitville is the designation used by T. J. Chapman in his historical writings of 1865. The name was derived from the fact that the summit of the Allegheny Portage Railroad was located there.

The building of the railroad led to the rapid development of the mountain top area. Before that only a few hardy pioneers struggled to hew a home out of the wilderness.

Ignatius Adams was credited with being the first on the scene. He cleared the land of oak and hemlock and settled near what now is property of the State Sanatorium.

With the advent of the railroad, however, many other families were attracted to the region. Most of them were of German and Irish origin.

Well before the middle of the century the Summit —a later-day appellation attached to the settlement —was a thriving, bustling town.

A postoffice was established and a newspaper was published there. The community had three hotels and two breweries.

One of the hostelries, known as The Summit House, was a favorite stopping-off place for travelers who patronized the Old Portage Railroad. It played host to such distinguished visitors as Abraham Lincoln, later to become President; Charles Dickens and others.

While The Summit House was a haven for many a weary wayfarer, it never quite attained the height

of popularity reached by the Mountain House of a later day.

It was during this period that Summitville was formed from Washington Township by an act of Assembly approved April 30, 1851. However, the charter was relinquished and annulled by a decree of the court June 5, 1882. The town thereupon adopted the name Summit.

The birth and death of a borough within such a short span alone is an oddity in the annals of Cambria County.

Before falling into ruin and decay, however, Summitville had its place in the sun. It owed much of its prestige to the Cresson Springs Company which sought to capitalize on the strategic location and on the scenic beauty and natural resources which abounded.

Near by springs of water which were reputed to have medicinal value burst from the ground.

Cresson Springs Company's main hotel first was erected in Duncansville in the early 1850s. Later it was moved to the summit of the mountain—to Summitville—and was named the Mountain House.

The porch roof of the structure was supported by ornamental cast iron columns. The interior and exterior were furbished and modern in every respect.

Each summer for a number of years, millionaires rubbed elbows with dignitaries from this and foreign lands. Even Benjamin Harrison, President of the United States, made the hotel his summer home for at least one season. The structure finally was torn down in 1918.

Andrew Carnegie, steel magnate, owned a cottage in the township where he spent the warm weather months.

Although not the first, one of the earlier inns was the "Old Stone House," known as Lemon House, which was located at the Portage Plane No. 6. It was built in 1830 and still is standing.

Another early hotel was the Smith House which was built at Plane No. 5, across from the present Cresson Township School. Later it was converted into St. Michael's Seminary, the first Catholic theological seminary in the Diocese of Pittsburgh.

The first church, built in 1838, was known as St. Patrick's. Later it was renamed the Old Church. In addition to an auditorium for religious services, the building housed a school and a printing press.

While the area in and around Summitville began to sprout and grow with the coming of the railroad, it was not until December 4, 1893, that Cresson Township was organized. It was taken from Washington Township and was named for Elliott Cresson, Philadelphia philanthropist who died about 1854.

The land now contained in the township has been a well-traveled crossroad since the frontier days. The old Galbreath Road passed through the region as early as 1788-1790 and the Huntingdon, Cambria and Indiana Turnpike some 25 years later. The William Penn Highway U. S. Route 22 and State Route 53 are among the present highway arteries.

Among the well-known institutions of the township are the Sanatorium, erected by the state on land donated by Andrew Carnegie, and Mount Aloysius. The latter is a Catholic high school and junior college for girls. It is the only institution of its kind in the county. The school is owned by the Sisters of Mercy.

One of the most distinguished native sons was Admiral Robert E. Peary, explorer and discoverer of the North Pole. A monument in his honor was erected in the township, near his birthplace, about 20 years ago.

Cresson Township had a population of 2,689 when the most recent census was taken.

CROYLE TOWNSHIP

Over 150 years ago a grist mill at what is now Summerhill Borough gave Croyle Township its name and its first industry.

However, its founder, Thomas Croyle, lived long enough to see that area cut from its parent Summerhill Township in 1858. Croyle came into the section in 1801, just a year after the original settler, James Cane.

In 1802 the husky Croyle hewed lumber for his grist mill from the broad expanses of oak, chestnut and pine timber which stood over the entire district.

For many years the miller and his family were the only residents of Summerhill, now situated near the center of the township. His energy at his chosen profession and in civic affairs apparently gave him longevity. He was the moving spirit and his mill the hub of activity until his death in 1858 at the ripe old age of 98.

From the Croyles and other early families, close ties with neighboring South Fork Borough and Summerhill Township were welded. The Croyles intermarried with the Stinemans and the family branched out into what is now South Fork.

Farming, logging and mining provided the economy on which the township and its people thrived. Today the residents still use these God-given elements as the basis for enterprsie.

To Joseph Croyle, grandson of the township patriarch, goes the credit for opening the area to mining. In 1873 he is reported to have leased a mine on his 240-acre tract in the western part of the town-

ship to the South Fork Coal and Iron Company. He served as the firm's superintendent for six years and was a principal stockholder. This, historians say, was the first mine in the South Fork area.

Building of the Allegheny-Portage Railway about 1830 and later the Pennsylvania Railroad gave impetus to mining and logging. An influx of Irish and German immigrants about the mid-point of the 19th Century hastened the growth of the township.

The village of New Germany became the center for farming and lumbering. Ehrenfeld was built by those developing the coal.

Growth was evident throughout the township, there were about 900 residents in 1890 as compared with 3,347 in 1950.

As the forests gave way to mines, farms, roads and homes, churches and schools entered the picture. Their growth was in keeping with that of commerce. Today the area boasts a fine joint school system—South Fork-Croyle Joint School System.

The township is bounded on the north by Cambria Township, on the south by Adams Township, on the east by Summerhill Township and on the west by Adams and Jackson Townships.

The South Fork of the Conemaugh River forms part of the western boundary as do the ruins of the old South Fork Dam. The main stream of the Conemaugh River also traverses the township from east to west.

DAISYTOWN BOROUGH

Daisytown has been an incorporated borough for a little more than 60 years but its land can be traced back to an original Pennsylvania patent in 1776.

Pioneer Adam Cover, or Coover, and his large family had much to do with Conemaugh Township's Daisytown and the village that later became the City of Johnstown.

However, it was Theodore Cover, a grandson of the pioneer, who finally founded Daisytown. The tract of land on Cover Hill, which became Daisytown, was situated on the border of Conemaugh and Stonycreek Townships.

Historians have been able to trace the Cover tract back to the original patent that the commonwealth gave Robert Todd in 1776.

Theodore Cover purchased a little more than 10 acres of the old Cover Hill tract from Jacob Fend in 1881 for about $1,165, plus interest.

Cover then had the site surveyed and laid out into building lots. The prospective village was given the name of Daisytown—or Daisyville as some early writers designate it.

The first lot in the new community was sold to B. F. Heidenthal in January, 1882. On it a small,

four-room house was built. In April of the same year a lot was purchased by Frank Vogel. On it another four-room house was built for the sum of $342.

Within the next 10 years a total of 65 houses and a band hall were built. The little community had caught on. The houses ranged in cost from $210 to $1,100.

By 1937 there were 90 dwellings, a church, a schoolhouse and a fire hall in addition to the band hall. The area of the village, once only 10 acres—now has expanded to more than 50 acres. Early in 1940 the population was about 400 and today is nearing the 500 mark.

Cut from Conemaugh Township, it was incorporated as a borough June 9, 1893.

The little borough has a community of interest with the entire Cover Hill section of Conemaugh Township. The area was taken from the original tract purchased by pioneer Adam Cover from Christian Good in 1814.

That farm of 177 acres became the Adam Cover homestead and later was known as Cover Hill. As early as 1823 Cambria County began to make small appropriations for public education for children whose parents were unable to pay tuition costs in private schools. These schools were termed "pauper schools" and were said to be very unpopular.

In 1834 the free public school system was started and Conemaugh Township was assessed by the township commissioners at the rate of six mills. Adam Cover was selected as collector and he collected the entire duplicate of $388, without any exoneration, historians say.

The approach to the town is from Frankstown Road by a roadway about a half-mile in length. Flanking the Daisytown road is an old cemetery—known as Oak Cemetery.

Its history follows much the same pattern as the rest of Cover Hill. The first burials in this section were between 1790 and 1800, according to historians. However, the first inscribed tombstone is that of Jacob Good, bearing the date 1813. The Cover and Singer families, pioneers in the Cover Hill section, also had much to do with the laying out, planning and progress of this burial ground. The cemetery was incorporated in 1925 under the title of Oak Cemetery.

DALE BOROUGH

From the standpoint of geographic location, Dale Borough holds a unique position among all of Cambria County's political sub-divisions.

Dale Borough is, in effect, a municipality within a municipality. It is surrounded by the City of Johnstown, it is not possible to enter or leave the borough without passing through some part of the city proper.

This unusual circumstance results—to some extent —from the chronological turn of events in the city's early history. Dale Borough was not in existence, as such, in 1889, when most of the boroughs in Conemaugh Valley joined to form the third-class City of Johnstown. Otherwise, Dale might have been among them.

Nearly two years later, when residents of the Dale area sought separation from Stonycreek Township, the adjacent young city was already beset with the financial and administrative problems common to new enterprise. The people of Dale thus chose to acquire their municipal identity and petitioned for a borough charter.

It was on March 9, 1891, that Dale's charter was granted. At that time approximately 1,000 persons lived within its boundaries. According to latest census figures, it now has over 3,300 residents.

By court records, Dale is just 63 years old. But its historical roots extend deep into the 19th Century.

Dale's irregular boundaries form a roughly-shaped triangle. Its broadest base extends generally north and south along Bedford Street and Von Lunen Road; its northern apex narrows to a sharp point just a few blocks from the very center of Johnstown proper.

By its very proximity to downtown Johnstown, Dale played a supporting role in the Conemaugh Valley's earliest history.

In pre-settlement days, Dale lay astride an Indian trail know as Conemaugh Path—the earliest overland route into Conemaugh Valley and the present site of Johnstown.

Early traders and settlers passed through Dale as they travelled between Bedford and Johnstown; some of them stopped there.

The Pickworth and Horner families cleared the first known farms in the Dale area. The Pickworth acreage was located on the hillside, in the vicinity of Cliff and Arthur Streets. The Horner farm was located nearer the present Walnut Grove area, and the Horner homestead was at the present site of the Homestead Avenue Evangelical United Brethren Church.

As early as 1800, according to one historian, John Horner had erected a dwelling, store room, saw mill and grist mill where McMillen Street and Von Lunen Road now intersect. The mills were powered by water from Solomon Run, which crosses Von Lunen Road near the present intersection. One of the mill rooms was used as a school during the winter season.

With the Conemaugh Path the only established route in and out of the valley, it soon became known as Bedford Pike. As travel over the Pike increased, Dale gradually acquired more residents.

Eventually Bedford Pike became a toll road with three toll gates in or near Dale Borough. One was at Bedford and Horner Streets, another at Bedford Street and Von Lunen Road, and a third on Bedford Street in the present Walnut Grove area.

Despite its importance as a local traffic artery, Bedford Pike—or Bedford Street—was not paved until 1894. About 1940 cobblestones were replaced by concrete.

Among early Dale landmarks still standing are the residence of W. A. Shaffer at Hummel and Arthur Streets and the B. F. Stull residence and business block at Von Lunen Road and Bedford Street.

Recorded history of the borough goes back to the date of incorporation in 1891. The first burgess was Joseph R. Hummel, a Civil War veteran who served as burgess and borough weighmaster for approximately 20 years.

Members of the first borough council were B. F. Stull, president; George Leppert, Cyrus L. Wissinger and a Mr. Hoffman.

The borough's first wood school building was erected at the present site of Dale Public School on

Arthur Street. Another was erected on Slagle Street just off Von Lunen Road. Both were ungraded.

Among the first school directors were N. S. Lehman, L. R. Bralber, M. H. Myers and A. D. Brubaker.

In 1902 the original Arthur Street structure was torn down to make way for a four-room brick building that is still in use. Lumber from the razed building went into some of the early Dale homes that are still standing.

A one-year high school course was begun in 1905. The second high school year was added in 1906, the third in 1911 and the fourth in 1915. First graduates of the high school were Miss Iva Varner and Miss Louise Rigby (Mrs. Charles Ling). They were graduated from Dale's then two-year high school and later attended Johnstown High to complete their school work.

The fire company, organized in 1893 as the Dale Hook and Ladder Company, is one of the oldest volunteer organizations in the Johnstown District. The original company had 30 members with Charles S. Myers as fire chief. Present membership is about 500.

DEAN TOWNSHIP

Dean Township is on the eastern border of the County, north of Gallitzin Township and south of Reade Township. It was formed July 10, 1877 from that part of Clearfield Township lying east of Clearfield Creek.

The township lies on the western slope of the Allegheny range. It is crossed east to west by Laurel Run, Big Laurel Run and Little Laurel Run, each draining into Clearfield Creek. The northeast corner of the township is drained to the east into Bell's Run.

For many years after 1880 the township produced large quantities of bituminous coal. Dean Township coal has been used for years in the homes of the City of Altoona, to which point it has been hauled by wagon and truck.

For many years a high grade clay was mined in the township. Clay mining has been discontinued.

A very fine sandrock was quarried in the township. This natural resource was used in building many railroad bridges.

Before the days of the coal development, lumbering was the principal industry in the township. Logs were moved down Clearfield Creek to the Susquehanna River.

Following 1880 a railroad was built over the mountain from the east to Highland Park on the Blair-Cambria County line and beyond to Dougherty Mines. By this railroad, known as the Altoona Northern, coal moved from the Dougherty Mines to Blair County.

In the extensive development of the coal lands, on the western slope of the township the Cresson and Irvona Branch of the Pennsylvania Railroad was extended. This railroad built by Judge Dean and associates was originally known as the C. C. C. & N. Y. S. R. R. R.*

The villages of Dysart and Dean were named for Blair County residents who provided capital to develop the coal. Judge Dean whose name was also given to the township was the chief judicial officer of the district which included Cambria County before 1883.

In 1880 the first census of the township showed a population of 216. In 1950 the population was 703.

*Cresson, Clearfield County, & New York Short Route Rail Road.

EAST CONEMAUGH BOROUGH

East Conemaugh Borough, the "over-the-mountain" railroad center, was incorporated September 11, 1868, out of East Taylor Township. It once was called Conemaugh Station, then Sylvania, and became East Conemaugh to distinguish this community from Old Conemaugh Borough, now part of the City of Johnstown.

In its early days there was an iron furnace, built by E. F. Hodges & Company—a show place because folks could stand by and watch iron being tapped in the furnace.

With the coming of the Pennsylvania Railroad through town and the fact that it required additional equipment and men to push steam-propelled locomotives and trains across the Allegheny Mountains, the town became a center of railroad employment.

The principal street was Railroad Street and most railroad workmen lived there. A large part of this section, however, was wiped out in the great Johnstown Flood of 1889. The Flood of 1889 also destroyed the bridge, which crossed the river only, below the brewery. After the flood the bridge was built opposite Oak Street.

The town's first paved streets, of cobblestones, appeared a year before the flood. But East Conemaugh made a quick recovery from the flood. Water was piped in by 1893, doing away with most springs and wells. The town was repaved with bricks in 1900 and a sewage system installed.

Most East Conemaugh folks own their homes. There are 14 churches and four schools—the high school serving surrounding townships, too. The Post Office serves not only East Conemaugh, but a rural route and the Borough of Franklin.

The town is proud of its Conemaugh Independence Fire Company, which now has modern pumpers, squad cars, trucks, life-saving inhalator equipment,

and a boat equipped for river rescue work. Twenty-five hydrants give the town ample coverage in event of fire.

The fire company began with the raffle of a watch in 1895. From this lottery a $500 fund was established to buy a two-wheel hose cart and 500 feet of old type rubber hose. In another year they had a hook and ladder hand-propelled truck and four years later the first fire alarm box. But the first charter was not granted until December 12, 1902, with W. H. Ullery the first president.

East Conemaugh is a town anchored in the base of the Allegheny Mountains, its employment centered in steel, coal, and railroads. In 1950 the population was 4,100.

EBENSBURG BOROUGH

The land comprising Ebensburg Borough was originally warranted to Thomas Martin. Martin conveyed his interest to Dr. Benjamin Rush, a Philadelphian prominent in the colonial history of Pennsylvania, to whom the Commonwealth issued a patent on February 10, 1795.

Late in the year 1796 a group of Welsh emigrants left Philadelphia to establish a home in the mountains. The leader of the Welsh emigrants was Rev. Rees Lloyd. The group included George and Hugh Roberts, William and Thomas Griffith, Thomas Phillips, Robert and William Williams, John Jenkins, James Evans and John Thomas, with their wives and families.

Whether Rev. Lloyd negotiated with Dr. Rush before leaving the East is not known but the group settled on Dr. Rush's warrant on the plateau in the mountains, then covered with unbroken forest.

On August 8, 1804, Rev. Lloyd purchased from Dr. Rush a tract containing 401 acres which included the site of the borough. The settlement was named Ebensburg for Rev. Lloyd's son, Ebenezer, who died in infancy.

In April of 1797 the first church was built to the east of the settlement opposite what is now Lloyd's Cemetery. It was known as the Welsh Independent Church.

After the erection of the County in 1804, Ebensburg was chosen as the County seat. In competition for that honor were the villages of Beulah and Munster. Possibly the dominant factor in the designation of Ebensburg as the County seat was the donation by Rev. Rees Lloyd of approximately 104 acres of land for the public buildings and other use of the new County.

After its designation as the County seat, the town began to increase in importance and population so that in 1816 the population of the borough was 150 while the population of Johnstown was 60.

The original plot for the town consisted of 200 lots. At a later date "Mooretown" was laid out north of Horner Street.

With the construction of the Huntingdon, Cambria and Indiana Turnpike subsequent to 1810, Ebensburg became an important stopover for stages and Conestoga wagons traveling west.

Ebensburg was the first incorporated borough within Cambria County, having been created through an Act of Assembly January 18, 1825. Richard Lewis was the first burgess.

Rev. Peter H. Lemke became the resident pastor for the Catholics in the area on December 23, 1834. At that date he wrote that it was dangerous to go out after dark on account of the tree stumps and roots in the roads.

During 1808 the first Court House and jail were built. That building was placed on the northeast corner of the present Court House grounds. Constructed of logs, it was two stories in height—the lower story was used as a jail and the upper story as a Court room.

The first office space used by the Commissioners was in the home of Rees Lloyd. On December 26, 1810, the Commissioners moved their offices to the Court House.

The second building erected was an office for the Prothonotary and the Commissioners. It was begun in 1814 and stood about the center of the present square, facing Center Street.

The second Court House for Cambria County was erected on the northwest corner of the present lot, facing on Lloyd Street. This building was erected pursuant to a contract entered into by the Commissioners on August 26, 1828, and was not completed until 1830.

On November 24, 1847, the County Commissioners awarded a contract for a new jail for the sum of $3,584. The jail was occupied in May, 1849. It was built on the present Court House Square south of the Court House, fronting on Center Street.

The Court House on Lloyd Street served the people of the County until 1880 when the center of the present building was erected.

In 1869 a new jail was built on the present site. The construction of the new jail was undertaken at that date because of the agitation in connection with moving the County seat to Johnstown.

In September, 1818, the County Commissioners permitted the trustees of the Ebensburg School Society to erect a building for a schoolhouse on the public lots. The first school building was built in 1823

after the State Legislature created a corporation, "The Trustees of the Ebensburg Academy." This building stood on the southwest corner of the present Court House Square, fronting on Center Street.

After 1834 the first public schools were built. Three one-room buildings were opened, one in each ward of the borough. One of the first school buildings stands to this day on the southwest corner of Sample and Marian Streets.

In 1869 the Sisters of St. Joseph built and operated Mt. Gallitzin Seminary, a private school. This project continued until 1900 in the building now occupied by the Diocesan Infant Home.

Because of its location on the mountaintop, Ebensburg became a famous summer resort. Late in the 19th century, Maple Park Springs, Lloyd Springs Hotel, Fenwick Hall and the Mountain House did a thriving business in entertaining summer visitors. Of these, the Lloyd Springs Hotel, built in 1871, and Maple Park Springs, built about 1886, (name changed to Ebensburg Inn in 1900), were the most prominent. These large frame buildings have since been razed. A portion of Fenwick Hall remains on North Center Street.

In addition to the hotels catering to summer visitors, a number of families, prominent among whom was the Phillips family, built summer cottages in Ebensburg.

The first newspaper published in Ebensburg was "The Olive Branch and Cambrian Record," edited by Mr. Thomas Foley in 1818. The first paper, discontinued in 1820, was followed by "The Cambria Gazette" in 1824, "The Mountain Telegraph" in 1827 and "The Sky" in 1831. In May, 1836, "The Sky" ceased publication. In the meantime "The Cambria Democrat" and "The Mountain Clarion" had short lives. Other newspapers came and went until "The Alleghenian" was established on a firm basis in August, 1859. This paper, which later changed its name to "The Cambria Herald" and combined with "The Mountaineer Herald" in 1898, has come down to the present date.

Although there is a record of action with respect to the appointment of firemen by the Ebensburg Borough Council in March, 1826, it appears that the permanent organization of a fire company was effected on February 2, 1872. This organization, now known as the Dauntless Fire Company, has had a continuous existence since that date.

The Ebensburg and Cresson Railroad Company built a branch railroad line into Ebensburg, a distance of 11 miles, completed in July, 1862. This railroad had

an unprofitable existence for many years and was sold by the sheriff on May 8, 1891. In April, 1892, after the branch line had been acquired by The Pennsylvania Railroad Company, surveys were made to extend the branch down the Blacklick Creek. In January, 1895, Ebensburgers were gratified by seeing a coal train of 20 cars pass through the town. Railroad passenger service was discontinued in 1947.

In January, 1912, the Southern Cambria Street Railway connected Ebensburg and Johnstown with the completion of the interurban trolley line. Later the line was extended linking Ebensburg with Nanty Glo. Service was discontinued on December 17, 1928.

ELDER TOWNSHIP

Although white men settled in the area about the start of the Nineteenth Century, Elder Township as such did not come into being until about 75 years later.

The township was formed on February 12, 1878, from Chest Township. It was named for John Elder, one of the early settlers. The land is rich in coal, in timber and Indian relics. And it also has its share of good streams. Like the rest of the northern-tier townships, it has fine woodland.

John Elder and Peter Woodley are thought to have come to the area in the early days of the Nineteenth Century. In fact, there is a record of their subscribing in 1829 toward the building of St. Joseph's Church, Hart's Sleeping Place.

An abundance of pine timber attracted the settlers. A stream now known as Brubaker Creek ran from south to north through the area.

The white man soon discovered the land had wealthy coal reserves. Coke ovens became plentiful after a branch railroad was built between Westover in Clearfield County and nearby Hastings.

The village of St. Boniface was founded in 1844, when Jacob Glasser and his three sons—Jacob, George and Francis—settled in the area. Each of the sons bought 250 acres of land, at $1.50 per acre, on the installment plan from James Fisher of Philadelphia. Later, a cousin George Glasser joined the pioneers and the place became known as Glasser Settlement.

The first road in the district, built in 1848, led from Glasser's Settlement to Carrolltown and connected with the highway to St. Lawrence. In 1856 Rev. Father Celestine Englbrecht visited the Glassers. He taught the children catechism and made a number of visits.

During one of his stays at Glasser's Settlement in 1858, the priest urged the people to build a church. He proposed that it should be named in honor of St. Boniface, patron saint of the Germans.

And, it was done. Jacob Glasser donated two acres of land, where the church now stands. The work was completed May 20, 1859, and the church was dedicated June 5, 1860. A community of homes soon sprang up around the church—and so, St. Boniface, a village, was born.

Coal provided economic security for the area. Then Hastings was born, cut from its parent Elder Township by court order on December 4, 1894.

During the next score of years mining continued to grow. By the time Hastings became a borough, the township had about 1,200 population.

Disaster struck St. Boniface on February 25, 1896 —when fire destroyed the church. But, before the year was out it had been rebuilt and was blessed on November 17.

In 1928 the mines closed and many feared the community would become a ghost town. However, the population has varied but little. It now has about 300 residents.

The township itself has grown only slightly. Seventy years ago its population was 1,200 as compared with about 1,500 today.

Historians say the first schoolhouse in the township was a log one built on what is now the farm of James Holtz. When the St. Lawrence Road was changed, it was rebuilt on the present farm of Andy Thomas.

Finally it was rebuilt in St. Boniface and then was torn down to make way for a two-story school in the village. Libby School was built on the present farm of Frank Born. The Kirk School was erected along Carrolltown Road about 40 years ago.

Indian culture, rich in most northern-tier townships, is revived in Elder Township. Near St. Boniface remains of an Indian cemetery have been found. It is said that one householder, excavating for his home a number of years ago, discovered the skeleton of an Indian sitting erect in his grave.

Elder Township is bounded on the north by Clearfield County, on the east by Chest Township, on the south by East and West Carroll Townships and on the west by Susquehanna Township.

FERNDALE BOROUGH

Ferndale Borough—Johnstown's immediate borough neighbor on the south—is named for the luxuriant growth of fern which finally gave way to today's modern homes.

The borough, as such, is little more than 50 years old—but its origin can be traced to the late 18th Century, when the tract came into the hands of the Vickroy family.

In fact, the section now Upper Ferndale, was known many years ago as the village of Vickroy. The pioneer family took an interest in this area long before Cambria County came into existence—when the hillside was covered with forests and the good earth with fern.

Thomas Vickroy, the first family owner of the tract, served as quartermaster in Gen. Clarke's army. He was with the famous commander when he invaded and won the country northwest of the Ohio River.

After leaving the army, Thomas Vickroy settled in Bedford County and engaged in the distilling business, farming and surveying. He was designated deputy land surveyor for Western Pennsylvania and surveyed great sections of Bedford, Somerset and _____ counties. As a younger man, he had assisted in laying out the City of Pittsburgh.

Records show that he took up and surveyed about 1,000 acres of land in what now is the Upper Yoder Township section of Cambria County in the years following 1785. At that time the tract was in Quemahoning Township, Bedford County. Later, it was part of the section taken from Somerset County to form a portion of Cambria County.

Thomas Vickroy, who died in Alum Bank, Bedford County, in 1845, never lived on the big Cambria County tract. However, his son Edwin Augustus Vickroy, did take up the land and moved onto it between 1831 and 1833.

Edwin had a colorful career. He studied surveying with his father and then went to Waynesburg, Ohio, where he opened a store and traded with the Indians for five years. Then he returned to Bedford County and opened a general mercantile store and was a postmaster until he moved onto the Upper Yoder tract.

While in Ohio in 1823 he married Cornelia Harlan, a daughter of Judge George Harlan. Vickroy and Harlan still are commemorated as names of avenues in the pleasant, little borough.

After moving onto the Cambria County tract, Edwin Vickroy and his family hacked out a large, verdant farm. Fern was plentiful, but other things soon grew on the big farm.

Edwin and his family were known as great fruit men. One federal government bulletin calls attention to the Vickroy farm, citing it for its fine pear orchards, which gained national attention.

The Stonycreek, which flows through the valley, had much to do with progress. The Baltimore and Ohio Railroad and two fine highways traversed the track. One of these, now Somerset Pike, U. S. Route 219, was known late in the 19th Century as Ben's Creek Pike. The other is the present Davidsville

pike or State Route 53. Along the stream and the roadways lots were parceled out and sold.

Soon after 1880 two villages were to be found on the Vickroy tract—the village of Vickroy on the upper hillside and Ferndale in the Valley. After 1896, these two became Ferndale Borough, when a court order cut that section from Upper Yoder Township and it became incorporated.

Today Ferndale is a pleasant residential borough with a few light industrial plants scattered along the Stonycreek. From 1880 until the present the community has grown from a few scattered dwellings to a town of more than 2,600 persons.

FRANKLIN BOROUGH

Franklin Borough bears the illustrious name of Benjamin Franklin, one of the foremost Americans of all time. It lies on the western slope of the Alleghenies, on the south side of the Little Conemaugh River. Hewed out of Conemaugh Township, it was incorporated March 9, 1868.

Legend has it that the new borough was formed because a Republican constable in Conemaugh Township shot a dog belonging to a Democrat. This caused the Democrats to secede.

Early-day Franklin consisted of a few houses nestled in the scenic hills and dotting the fertile fields.

A bridge linked Franklin and Conemaugh before the flood of 1889.

Only 174 residents survived the high waters of 65 years ago. But they gave the town a new birth, in keeping with the spirit of Benjamin Franklin who fought to preserve America more than 100 years before.

The railroad and steel plant also appeared on the scene after the big flood. The succession of steel firms was Cambria Iron Company, Cambria Steel Company, Midvale Steel & Ordnance Company and finally Bethlehem Steel Company which assumed control in 1923.

Because of the presence of the Bethlehem operations, Franklin ranks as one of the richest boroughs in the nation. The assessed valuation per capita in 1954 is approximately $8,000. By way of comparison, in neighboring East Conemaugh Borough the figure is only $450. It is $2,000 in wealthy Westmont Borough.

Bethlehem has five blast furnaces and 21 open hearth furnaces in Franklin where raw ore is converted first into iron and then into steel. A huge shop, where railroad cars are made, also is located there. Other facilities common to a basic steel plant likewise are present. The smoke stacks towering over the bank of openhearths are a hallmark of the borough.

Such allied industries as a slag plant and two coal mines operate in Franklin.

The borough, with a population of 1,833, has new schools.

Townspeople converted their old municipal building into a garage and school cafeteria. Meanwhile, Franklin completed a larger, modern municipal building in 1929.

The first class was graduated from a newly-completed high school in 1931. The school employs a dental hygienist, one of the few schools in the nation to do so. It contains modern vocational shops as well as academic departments.

Looking backward again, a borough law of 1878 provided that pigs couldn't roam the streets. In 1880 the borough clerk's salary was set at $25 annually. And in 1902 council okayed the purchase of a pair of handcuffs for the town policeman provided they could be bought for not more than $5.

Franklin is a conservative and thrifty town, as befits the memory of the American patriot whose name it bears.

The borough once was featured by the late Robert L. Ripley of "Believe It or Not" fame because it has no church and no postoffice.

Two of its residents brought distinction of another type to Franklin during World War II. Both covered themselves and their home community with glory in fighting the enemy.

John J. Tominac of Franklin, then a lieutenant, was awarded the Congressional Medal of Honor—the nation's highest military decoration—for capturing 52 Germans in France.

Marine Sgt. Michael Strank, also of Franklin, was one of five men who helped raise the American Flag on Iwo Jima's embattled Mt. Suribachi in February, 1945. He later was killed in battle.

GALLITZIN BOROUGH

In 1849 the Pennsylvania Railroad chose a route through the heart of the Allegheny Mountains for its main line to connect the thriving cities of the East with the rapidly expanding towns of the West. This proposed course necessitated the construction of a tunnel at the mountain summit. The contract for construction of the Allegheny Tunnel was awarded to an English firm, E. Rutter & Son, for the consideration of half a million dollars. In the same year, 1849, an office for the civil engineers in charge of the project was built by Jerome Dawson. The erection of this office building was the beginning of the present Borough of Gallitzin.

Only two families, the Watts and the McCloskeys, lived in this area at the time the Pennsylvania Railroad engineers adopted the route. However, from the beginning of work on the railroad to its completion in 1853, 300 to 400 men were employed. Due to the Irish famine of 1849, a great majority of the laborers were Irish immigrants.

As the work progressed, many of the laborers leased land, built homes, and settled in this location. Numerous lots were given to the men by the owner of the land, James McCloskey. When the railroad was completed and the first "iron horse" passed through the summit of the Alleghenies, 210 feet beneath the surface of the mountain, it traveled through a fast growing village.

A post office was established in the new village on June 18, 1856, and from that time forward the town bore the name of Gallitzin in honor of the beloved missionary priest of this area, Father Demetrius Gallitzin. On December 3, 1873, the borough was incorporated under that title. A code of municipal laws was adopted by the young borough in 1874 and Michael Fitzharris became the first burgess.

Industries began to develop and one of the first enterprises was a stone quarry on the land of F. J. Christy. The quarry was operated by Joseph Watson and thousands of tons of building stone were shipped via the new railroad.

Another important industry was started by Ebon and Henry Nutter, who began divesting the mountain wilderness. From the felled oak trees they made staves for shooks, which were used in the West Indies for sugar and molasses export.

In 1865 the Pittsburgh Lumber Company bought large tracts of timber lands near Gallitzin. The firm built steam sawmills and carried on an extensive business in lumbering, shipping their products to Pittsburgh and other points on the Pennsylvania Railroad.

The Panic of 1873 dealt a hard blow to the young town of Gallitzin. Deposits in Lloyd's Bank of Altoona were lost, wiping out the savings of years of hard labor for many of the townspeople. However, in 1881 coal emerged as a principal industry.

David McCoy leased the coal in the large tract of land owned by James McCloskey and organized a company known as the Taylor & McCoy Coal & Coke Company. A plant and 240 coke ovens were built having a capacity of 1,200 tons daily. The plant continued to operate under various managements until 1936 when it closed permanently.

In the spring of 1882 coal on the Christy estate was leased to Thomas Monroe and John Gilchrist. Coke ovens were built and on July 1 of that year the shipment of coal began. Later J. L. Mitchell assumed control of the mine until 1901 when the interests were bought by a New York syndicate. Mining has continued to be a vital industry in Gallitzin and many of the mines located in fringe area communities have their offices in Gallitzin. Among these are the Kittanning Coal Company, Pennsylvania Coal & Coke, and Argyle Coal Company.

A more recent addition to Gallitzin's industrial development is the shirt factory owned by S. Leibovitz & Sons and opened August 2, 1921. In 1944 the factory used more than 600 miles of thread and over 100,000 buttons every working day.

Gallitzin's first newspaper, "The News," began publication early in 1885 under the direction of John Campbell. Two years later the paper was sold to James W. Kilduff, who issued the first edition of the "Industrial Vindicator" on March 4, 1887. This paper ceased publication in 1894. Shortly afterwards the "Gallitzin Weekly Times" was published by W. S. Strickland. In 1901 Mr. Strickland sold his paper to a stock company of local men. Publication continued until 1905 when a petition for bankruptcy was filed. The following year, 1906, another paper, "The Item," was published by Charles Pratt. "The Item" lasted until 1932. Then in 1937 the "Tru Val-Er" was published, primarily to serve the shirt factory, but it soon became the "town newspaper."

Formal education began with the construction of a school in 1880. The first faculty consisted of Martin Kelly, F. J. Parrish and Thomas Stevens. A new three-story building was erected in 1893 directly over the westbound tunnel, but later this structure was declared unsafe because of its location. The present grade school was built in 1906 and in 1926 Gallitzin High School was erected.

Another important development in Gallitzin was the organization of the First National Bank in 1902. During the depression of 1929 the bank was closed for several years, but in 1932 it was reorganized. Another bank, Citizens' Deposit Bank, was granted a charter in 1922.

The borough obtained electric service in 1893.

One of the oldest landmarks in the Gallitzin area is St. Patrick's Catholic Church, built in 1860.

An interesting side light in the borough's history is the fame of its Junior Drum and Bugle Corps, which was sponsored by American Legion Post 174 in 1934. The Junior Corps captured first prize at the American Legion National Convention in Cleveland, Ohio, in 1936, and retained this national title for six consecutive years.

Today, eighty-one years after its incorporation, Gallitzin Borough has a population of approximately 3,000 inhabitants and is one of the important mining centers of Western Pennsylvania.

GALLITZIN TOWNSHIP

High on the crest of the Allegheny mountains is located Gallitzin Township formed on June 4, 1866, from a portion of Allegheny Township. The name was given in honor of the famous prince-priest, Father Demetrius Gallitzin, who traversed this area administering to his parishioners in the early part of the nineteenth century.

This township has within it two features pertaining to the history of transportation within the county. The first is the famous Gallitzin Tunnels of the Pennsylvania Railroad's Main Line. These are among the longest tunnels in the world; the east bound one being 2,000 feet in length, and the west bound one 3,612 feet long. When completed in 1853, they made possible the crossing of the top of the mountain for the railroad. The village of Tunnel Hill is situated high above the tunnels and adjacent to the borough of Gallitzin.

The second of the features connected with transportation is the route of the Kittanning Path, historic Indian and Colonial route from the east to the west. This path crossed at a point just south of the town of Coupon after access had been gained to the top of the mountain by way of Kittanning Gap.

One of the earliest communities in the township was Amsbry, founded in 1819 by W. W. Amsbry and a Mr. Spindley. As this area was heavily forested, lumbering became an important industry. Lumber cut here was sent down Clearfield Creek and by way of the West Branch of the Susquehanna River on to Lock Haven and Williamsport. By the latter part of the nineteenth century mining became prominent and Amsbry became a mining community.

Coupon likewise became important as a mining town. The name of this community was derived from the practice of paying the miners in scrip or coupons to be redeemed at the company store.

Before 1800, a grist mill was constructed at the junction of Bradley Run and Clearfield Creek. Built originally by John Storm, the mill was later known as Dawson's. Today the location is known as Syberton.

GEISTOWN BOROUGH

Although Geistown has the distinction of being Cambria County's "youngest" borough—incorporated from a portion of Richland Township January 13, 1930—its history as a community dates back to the year of our nation's second war for independence.

In 1812, William Slick with his wife, Rebecca Hemphill Slick, moved from Johnstown to the present Geistown region and bought a tract of land which he cleared for farming. He named the small community, which he and his family established, Slicksville. Mr. Slick sold a portion of his land to Squire Horner who in 1842 sold about two hundred acres of it for $950 to Conrad Geis, a Bavarian immigrant.

Mr. Geis and his son, Joseph, established themselves in the little settlement which already possessed a blacksmith shop operated by Charles Meyers, a tannery owned by William Slick and a cooper's shop. Joseph Geis soon opened a general store in a portion of his home and on September 5, 1892, Geistown's first post office was established therein.

The name of the village had now been changed to Geistown in honor of Mr. Joseph Geis. Another business venture of Joseph's was the operation of the Allegheny Mountain Hotel for travelers on the old Bedford road. Here overnight accommodations for as many as thirty-eight persons who might be traveling the toll road between Johnstown and Scalp Level could be secured at the rate of twenty-five cents per night.

Conrad Geis, the father of Joseph, engaged in the distillery business and produced rye and wheat whiskey to sell at ninety cents per gallon.

One of Joseph Geis's daughters married Bernard Nees, another Bavarian who came to America in 1866.

Mr. Nees purchased some of his father-in-law's land and erected the Geistown Hotel in 1870.

Early in the 1900's a coal mine was opened in Geistown by H. Koontz who came there from Bedford.

Geistown served as a station on the Underground Railroad. Slaves escaping from the South were brought from Bedford to the home of William Slick. After providing them with shelter for a day, Mr. Slick conducted them to the farm of A. A. Barker near Ebensburg, who in turn guided them to the home of Dr. George Gamble in Cherry Tree.

The original highway passing through Geistown from Johnstown to Bedford was a dirt road with a toll charge of six cents from Johnstown to Scalp Level. About 1908 the toll was removed. In 1951 a modern highway with cloverleaf intersection was completed after a two-year construction job.

The road is a significant symbol of Geistown's status as a thriving, up-to-date community. Its present area is 2,600 acres and its population according to the 1950 census figures was 2,145. A conservative estimate now makes the population at least 3,000. It has a modern shopping center, a branch bank, a weekly newspaper, a brassiere manufacturing establishment, a modern funeral home, two restaurants, two motels, greenhouses, and a modern self-service market. The education of its youth is promoted through modern public elementary and secondary schools and a Catholic parochial school.

HASTINGS BOROUGH

Hastings, founded in 1889, was named in honor of Daniel Hartman Hastings, Governor of Pennsylvania from 1895 to 1899. It was incorporated as a borough December 4, 1894.

In 1887 Governor Beaver, General Hastings and Colonel Spangler, all of Bellefonte, and Robert Coleman of Lebanon, incorporated under the title Blubaker Coal Company, came to Cambria County and bought some 14,000 acres of coal lands in Elder, Susquehanna, Barr and Carroll Townships upon which they had taken options at an earlier date.

It was intended that the company be named "Brubaker," the name of the creek, a tributary of Chest Creek, which rises in the southwestern part of Elder Township and flows through the present town of Hastings. According to Mr. Isidore Pfiester, an engineer for the Blubaker Company, the name Blubaker was the result of an error in printing.

The development of the coal lands in the area was dependent upon suitable transportation to move the coal to the markets. The established railroads were reluctant to extend their lines to the new coal field but through some clever moves on the part of General

Hastings and Colonel Spangler, The Pennsylvania Railroad was extended from LaJose to Hastings. A more suitable connection was later established with an outlet to the mainline at Cresson.

Leases were entered into with the Laurel Hill Coal and Coke Company and the Chest Creek Coal and Coke Company which speeded the development of the area. The latter company built coke ovens and made such a good product that it received a prize for the best coke at the World's Fair in 1893. Through advancement in the art of making coke, the ovens were later abandoned.

The first car of coal was shipped from Hastings in July 1888 by the Chest Creek Coal and Coke Company. This company was later purchased by T. H. Watkins and others who organized the Pennsylvania Coal and Coke Corporation which operated in the area for many years.

The town was laid out in 1888 under the supervision of Mr. H. D. Van Pelt. In sixteen months more than 100 buildings, storerooms and homes were built and the population increased to more than 1,000.

In 1890 the first municipal building, known as the "lock-up," was built. This building was used in the early days for borough council meetings.

In common with similar rapidly growing towns, Hastings had much trouble with its water supply. In the beginning each home had its well. Private capital organized the Hastings Water Company in 1891. The borough had much litigation in the matter and in 1926 the borough purchased the water system from private interests.

A highlight of the problems related to the water supply was the typhoid epidemic which struck the town in 1908. The water supply was found to be uncontaminated but the epidemic led to some municipal improvements, including a sewage system completed about 1914.

The development of the cultural and religious life followed quickly after the establishment of the community. A Swedish Lutheran Church was established in March 1891 and the Catholic parish was established in the same year. During the year 1889 the first group of Methodists met in a building owned by Aaron Goldman and the congregation was organized by Rev. N. B. Smith of the Cherry Tree Circuit. The Methodist Church was also built in 1891.

Wood School on Beaver Street, between Third and Fourth Avenues, was the first school in the community. It was a two-room building and the instruction was by Mr. Boughter. Mr. Austin Weakland was a teacher in 1890 in a two-story building on Third Avenue, present home of Mr. Andrew Bills.

The first public school for the new town was a four-room wooden building on the site of the present Catholic Church; it was built in 1890 and had two grades in each room. The first teachers were Miss Mollie Nash, Mr. George Beaver, Miss Anna Callahan and Mr. J. S. Foley.

A two-year high school was established in 1904. The course was extended to three years in 1913. In 1923 the high school began an accredited four-year course.

The population of Hastings in 1950 was 1,846.

JACKSON TOWNSHIP

Jackson Township, Cambria County, Pennsylvania, was organized January 3, 1828, and was taken from Cambria and Summerhill Townships. It was named for Andrew Jackson who was elected to the presidency that year. There were ninety landowners in the township.

Jackson Township contains no large villages. It has one railroad, seven churches and, since the consolidation of the ten one-room schools a few years ago, two elementary schools, one each at Mundys Corner and Vinco. In 1860 the population was 854 and in 1954 it is slightly under 2,400. At Mundys Corner the height above sea level is 1,897 feet, at Chickaree, 2,369 feet, at Vinco, 1,722 feet and near Vintondale, 1,408 feet.

Many industries have flourished here and disappeared, some beyond the memory of the oldest inhabitant.

The several communities are mainly made up of the descendants of those first settlers who came from Germany, Wales, Holland, Ireland and, in more recent times, Austria and southern Europe.

The names of the villages in the township originated in the usual manner: Brown, named for the earliest settler, John Brown; Clinefelter, formerly Klinefelter, from an early family of that name; Burkharts Crossing, named for Daniel Burkhart, son of first settler Joseph Burkhart; Chickaree, from the native squirrel.

The Jack Rager community was named for Jackson Rager who was a son of Michael Rager, first settler and Revolutionary soldier; Dishong, named for Paul Dishong, first settler; Fords Corners, named for Ben Ford who had a store there and was a grandson of Michael Ford, one of Vinco's first settlers; Singer Hill, named for John Singer, early settler; Vinco, first named Wallopsburg, 1865-67, then Fairview, was given its present name when David Simmons had a postoffice there at the turn of the century. Because of the many "Fairviews" in the state, a new name was desired so one evening "around the cracker

barrel" Dr. J. C. Wakefield, local physician, John Allbaugh and others were discussing the matter. Vinco tobacco was then a favorite blend and the latter humorously suggested that name for the village. Dr. Wakefield "seconded" the suggestion and the name was adopted.

Leidy's Lane is so-called because all of its residents were Leidys, Samuel Leidy was the first settler by that name. Teeter was once a part of the Judge Murray tract, later Nathaniel Teeter cleared ground and settled there and the school and community were named for him.

In 1887 Jackson Township had ten schools with ten teachers, the average term was five months and there were 303 children attending school. In 1953 there were 865 school children. Schools listed prior to that time were Duncan, Dishong, Chickaree, Clinefelter, Wagoner, Jack Rager, Pike, Burkhart, Leidy, Brown and Vinco. A school was located at what is known to this day as "the school house flats at the bend of the road" below Chickaree. In 1872 a school house was built in Leidy's Lane "situated near a small stream that runs through the valley" on the same side of the road as the old Henry Leidy barn. The school, but not the building, was moved to Mundys Corner in 1913, where the Blair Singer family now live. The little Leidy school, where many of our prominent older men and women once taught, is now a granary on the Sabo farm. The Burkhart school originated in a room at the Joseph Burkhart Mill. Later a small school was erected along the now abandoned highway leading to St. Pauls Lutheran Church and finally Burkharts Crossing was its site.

Since its beginning the following churches have been (or are) in existence here: German Baptist, known as the Horner Church, 1843 to 1900, situated between Vinco and Wesley Chapel; Vinco Brethren, 1884; Singer Hill Grace Brethren, 1940; Mundys Corner Brethren, 1871, changed to Grace Brethren in 1940; Mt. Olive, 1872, "member of Evangelical Association of America," later combined with United Brethren and is now E. U. B.; Evangelical, known as Albright Church at Mundys Corner, 1895-1910; St. Pauls Lutheran, Ogden, 1860; First Finnish Lutheran, Nanty Glo, 1902-1953, now combined with St. Pauls Lutheran; St. John Vianney, 1949.

The Galbraith Road, the first public road to the county, crossed what is now Jackson Township. For reasons not discovered, old-time residents referred to it as the "Washington Road." It was opened about the year 1790 and entered Jackson Township through the Joseph Burkhart farm (now owned by Pennsylvania Coal and Coke Company) and continued to the vicinity of Mundys Corner and on to the top of Pergrim Hill and to the top of Laurel Mountain, crossing the present road leading from Route 22 to Vintondale. Residents of the township state that parts of the Galbraith Road are still identifiable.

Based on stories handed down from an earlier generation, droves of turkeys, hogs and cattle were driven over the Galbraith Road. It is reported that there was one instance of 500 hogs herded at one time and another instance of 2,300 turkeys passing over the road.

The next important road to cross the township was known as the Huntingdon, Indiana and Cambria Turnpike which was completed about 1820. This road traversed the county by way of Mundys Corner from the east to Pittsburgh and is reported to have had nine toll gates.

While the turnpike was under construction, a road was laid out from Johnstown to what is now Mundys Corner, then known as "Belleaus Cabins."

At the present date the intersection of the William Penn Highway, Route 22, and Route 219 at Mundys Corner has made this crossroad an important point in the township.

NAMES OF THOSE IN ATTENDANCE AT A MEETING

OF

THE CAMBRIA COUNTY HISTORICAL SOCIETY

HELD IN JOHNSTOWN ON JANUARY 31, 1924

Mr. John McCormick......................Wilmore, Pa.

Mr. J. G. Lamar.............................Dunlo, Pa.

Mrs. Anne M. Hay..........................Johnstown, Pa.

Dr. M. S. Bentz...........................Ebensburg, Pa.

Miss Sarah Gallaher.......................Ebensburg, Pa.

Mr. W. G. Griffith.......................Johnstown, Pa.

Mr. J. M. Miller..........................Scalp Level, Pa.

Mr. D. M. Stackhouse.....................Johnstown, Pa.

Mr. J. M. Young...........................Johnstown, Pa.

Mrs. Mae Lackey..........................Ebensburg, Pa.

Mr. Ivan J. McKenrick....................Ebensburg, Pa.

Mr. W. A. Callan..........................Cresson, Pa.

Mr. George M. Wertz.....................Johnstown, Pa.

Mrs. W. H. Hassett......................Johnstown, Pa.

Mrs. W. J. Harrington...................Johnstown, Pa.

Mr. L. F. Ohliger........................Johnstown, Pa.

Mrs. Alvin Sherbine.....................Johnstown, Pa.

Dr. Bertha Caldwell.....................Johnstown, Pa.

Mr. John E. Shambach....................Johnstown, Pa.

Mrs. Cyrus Brown........................Johnstown, Pa.

CITY OF JOHNSTOWN

At an historic meeting 186 years ago, an agreement was reached which paved the way for the founding of Johnstown—destined to become Cambria County's only city and the hub of its greatest population area.

The meeting date was November 5, 1768. The principal bargainers were chiefs of the Iroquois, reigning Indian power in the East, and representatives of the Penn family's proprietary government in Pennsylvania.

The pact made that day went down in history as the Treaty of Fort Stanwix. It opened up for settlement all of Pennsylvania south of the historic Kittanning Path, and thus induced settlers to enter the valleys of the Conemaugh and the Stonycreek.

It was five months before land warrants could be issued under the Fort Stanwix Treaty. But on the very day that the treaty became effective—April 3, 1769—a warrant was taken out for 249 acres that stretched between the Conemaugh and Stonycreek Rivers. This tract was Johnstown's birthplace.

Early Explorers

Prior to the Fort Stanwix pact, itinerant pioneers were the only white men to traverse the valley wilderness. Among them were some of early Pennsylvania's most famous explorers: James LeTort, John Davenport, Christian Frederick Post, George Croghan, Conrad Weiser and Col. John Armstrong, who later defeated the Indians at their Kittanning stronghold.

As early as 1731 LeTort reported to Governor Patrick Gordon that he found 45 Indian families living on "Connumach Creek," also referred to in the colonial era as "Cough-naugh-maugh," "Conn-umah," "Ko-ne-ma," or "Gunamonki," to name a few of the derivitives.

Other early traders and explorers stopped off at Kickenapaulin's—a name applied to an individual as well as to his Indian settlement. Early maps place Kickenapaulin's at the present site of Quemahoning Dam in Somerset County. It is possible that Kickenapaulin also may have settled for a time near Johnstown as his tribe moved westward.

Whether Johnstown proper was once the site of a permanent Indian village is disputed among historians and researchers. Nevertheless, there is evidence that the Delawares and Shawnees (or Shawanese) frequently passed through and near the area. An old Indian trail—the Conemaugh Path—extended from Bedford to Johnstown and thence through the Conemaugh Gap westward to the Ohio Country.

First Land Grants

Regardless of whether the Indians had a permanent settlement in Johnstown, it was still considered "Indian Country" in 1769 when Charles Campbell of Westmoreland County became the first owner of the land on which the town was founded.

The Campbell tract generally included that land which now makes up the 1st, 2nd, 3rd and 4th Wards. Its boundaries described an irregular triangle, with its apex just downstream from the point where the Stonycreek and Little Conemaugh Rivers meet. All the downtown area below the Haynes Street Bridge was included.

On April 7, 1769—four days after the Campbell application—a second warrant was taken out. This made James Dougherty owner of the Cambria City section.

Original warrants for other tracts that now make up the city went to Thomas Afflick in 1788 (Minersville), Benedict Dorsey in 1776 (Woodvale), James Flack in 1797 (old Conemaugh Borough), Jacob Stutzman and Robert Adams in 1795 (Kernville), Martin Riley in 1787 (Osborne Section) and Peter Snyder in 1776 (Hornerstown).

These men were not necessarily settlers or developers, but they were the first landowners. Most tracts changed hands several times before actual development was begun.

Pioneer Settlers

So far as the records show, the first white settlers were Solomon and Samuel Adams and their sister Rachel Adams. Coming from Bedford in the early 1770s, they pioneered in the Stonycreek valley and cleared the first farmland in what is now Johnstown. Samuel and Rachel were killed by Indians as they fled toward Bedford about 1772. Their memory was perpetuated with the naming of Solomon Run, Sam's Run and Rachel Hill.

Among other early settlers was John Horner, the patriarch of the Stonycreek, who once owned most of the land that now includes the 7th and 17th Wards and Dale Borough. He built a grist mill on Solomon Run in 1799.

John Hinckston, who killed the last known Indian in the Johnstown area, lived along Hinckston Run before 1800; Peter Goughnour came to the area in 1791; Abraham Hildebrand erected a grist mill on the Little Conemaugh in 1797.

The First Village

But it was an Amish farmer, Joseph Schantz, who plotted and planned the first permanent settlement. Schantz arrived in Philadelphia from Switzerland in 1799 and set his sights westward. During his lifetime he used the name "Schantz" (Johns) on most of his land deals and "Jantzen" (Johnson) in his family Bible records.

The original Campbell tract became the site of the village, but the land had several owners before it came into the hands of Joseph Johns. Campbell sold the land to James Wilkins in 1780. The tract then went to John Johnson in 1781, to James McLanahan in 1782 and then to Joseph Johns in 1793. Johns paid McLanahan 435 pounds, equivalent to $12,150 or $8.50 per acre.

In 1794—about one year after he bought the Campbell tract from McLanahan—Joseph Johns reached the site of his new purchase. He built a log cabin at the present intersection of Vine and Levergood Streets and then began to clear land for farming. Within the next six years he cultivated or cleared about 30 acres.

Anticipating the creation of a new county (Cambria County in 1804), Joseph Johns hoped that his land would be chosen as the county seat. With this in mind, he laid out the first village lots and streets in 1800. He called his settlement "Conemaugh Old Town."

Set Present Pattern

Some of Johns' original planning is still evident. Central Park is the site he set aside for the courthouse he hoped to attract to the valley; the Point Stadium is built on the land Joseph Johns reserved for a recreation park; the site of City Hall and the three corner lots opposite it were the lots the founder designated for public buildings. Joseph Johns Junior High School is on the plot which Johns decreed should be used for a school.

Failing to become the county seat when Ebensburg was chosen, Conemaugh Old Town had little to attract settlers. So in 1807, Joseph Johns sold his village and retired to a farm near Davidsville. He was buried there when he died in 1813.

The average price for a lot when Johns owned the town was $10, plus an annual ground rent of $1. Choice sites, such as the three available at Main and Franklin Streets, brought $150. A similar amount was paid for Lot No. 5—the present site of the Cambria Theatre.

New Owners

On leaving his settlement in 1807, Johns sold the town to William Hartley and Dr. John Anderson for $5,000. They kept it three years and in 1810 sold out to John Holliday of the Juniata Valley. Holliday built an iron forge on the banks of the Stonycreek, but abandoned the project when a flood destroyed his equipment.

Holliday sold his holdings in Conemaugh Old Town to Peter Levergood for $8,000 in 1811. Two years later Levergood sold out to George Brenizer and Thomas Burrell for $12,583.

However, Levergood eventually regained the property and became the town's most successful developer. In 1818, when Brenizer and Burrell could not make the payments agreed upon, Levergood bought the property back at sheriff sale for $6.18. Levergood kept the property in his possession until his death in 1860. When he died he left $50,000 in gold in a Johnstown bank.

Expansion Slow

Progress in the valley was slow. There were three families in Conemaugh Old Town in 1803, about 50 people in 1810 and approximately 200 in 1820.

Between 1807 and 1813 a grist mill, a tannery and a distillery were built. In 1809 the Linton family opened a tavern on Franklin Street where Glosser Bros. store now stands.

David Creed's "mill house" was at Franklin and Washington Streets. There were log houses at two of the corner lots at Franklin and Main Streets, and Isaac Proctor's store was on the third corner.

The first real industry of the town was rafting and the building of flat-boats. Bar iron or pig iron made in the Juniata Valley was hauled by horse pack over the Frankstown Road to Conemaugh Old Town. While the townspeople built flat-boats, the iron was stored or made into bar iron at small forges. Then when the spring floods came the iron was loaded on the flat-boats and shipped down the Conemaugh River* to Pittsburgh.

Isaac Proctor, the first store owner and an early iron shipper, also built two keel boats for this purpose. A nail factory and the iron forges were the other early enterprises in the town. Most of this activity took place on the east bank of the Stonycreek between the present Haynes Street and Napoleon Street Bridges.

Timber Abundant

There was an abundance of timber for the boats and rafts. On the uncleared areas, cedar, pine, oak, cherry, poplar and chestnut grew in great profusion. As late as 1877 the chestnut crop continued to be a source of local income. That year over 225,000 pounds of chestnuts were shipped to Pittsburgh markets.

The boating trade attracted a few more settlers, like Shepley Priestley, the merchant and postmaster; Robert Hamilton, the builder and carpenter; Daniel Huber, a harnessmaker; John Dibert, farmer.

In 1811 the first public school—"Old Blacky"— was erected at Market and Napoleon Streets where Joseph Johns had set aside a lot for that purpose. It later became the location of Johnstown High School, now known as Joseph Johns Junior High School.

Borough Incorporated

Johnstown's corporate history dates from January 12, 1831, when the name Conemaugh Old Town was abandoned and the community was chartered as Conemaugh Borough. George Kern was elected the first burgess. Three years later another Act of Assembly changed the name to Johnstown Borough in honor of the founder.

The incorporation came at a time when Johnstown was enjoying its first prominence. The building of the Pennsylvania Canal System had made Johnstown one of the four most important towns on the cross-state route, and it began to benefit from the trade and commerce of the day.

The canal system extended from Philadelphia to Pittsburgh. However, over the mountains between Johnstown and Hollidaysburg the water route was not feasible and the stretch was traversed by the Allegheny Portage Railroad. It was at the canal basin in Johnstown—near Railroad and Clinton Streets—that the canal and railroad met. It was here that boats and passengers transferred from water to rail, when going east, and from rail to water, when moving west. This made Johnstown the head of navigation for the canal's western division.

Canal transportation between Johnstown and Pittsburgh began in 1831. In 1834 the Allegheny Portage Railroad was completed and this final link opened the entire state-wide route. For the next 20 years Johnstown was a boat and rail center that gradually attracted new people, new wealth and new enterprise. By 1850 the population had reached 1,260.

The Iron Age

But an even greater period of expansion was ahead. In 1852 there were two major developments: 1—The main line of the Pennsylvania Railroad was completed through the city and the canal was soon outmoded; 2—The Cambria Iron Company was founded. It replaced a number of small iron furnaces in the valley and was the forerunner of Johnstown Plant, Bethlehem Steel Company.
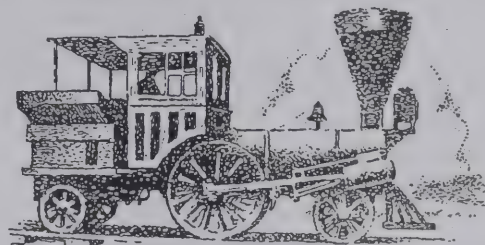
A half-century of farming, flatboating and canal transportation had represented the first phase of Johnstown's development; now the second phase was underway, with the iron industry, the railroad and, later, the coal industry providing the impetus.

With its basic industrial operations and good rail connections east and west, Johnstown was rapidly transformed from a small canal village into one of the most remarkable manufacturing centers in the world.

Contributing to the early advances of the iron and steel business was the abundance of natural resources. Readily available nearby were coal, iron ore, limestone, fire clay and an abundant water supply.

Population Gains

The mills turned out rails and the railroads bought them or transported them to other buyers. Business increased and the population of the valley doubled and redoubled until it hit 6,000 in 1856— only four years after the iron company was founded.

The influx of new workers overflowed the boundaries of Johnstown Borough. In the next three decades the valley population skyrocketed to 30,000 people. This brought about the creation of new boroughs and new villages, all contiguous or near to each other.

Back in 1849, when the canal business was at its peak, Johnstown was joined by a municipal neighbor—Conemaugh Borough. This borough, adopting Johnstown's discarded name, was chartered on March 23, 1849, as the second municipality in the valley.

Then came Millville Borough on July 16, 1858; Cambria Borough followed on October 11, 1861; Prospect on December 9, 1863; Franklin on March

9, 1868; East Conemaugh on September 10, 1868; Coopersdale, October 7, 1869; Woodvale, July 4, 1870, and Grubbtown, August 8, 1882.

Valley Villages

In addition, three unincorporated villages had sprung up—Moxham, Morrellville and Walnut Grove. Three others—Kernville, Sharpsburg and Hornerstown—already had been absorbed by Johnstown. Kernville became the 5th and 6th Wards; Hornerstown and Sharpsburg made up the 7th Ward.

Between 1852 and the important year of 1889, Johnstown attracted new industries and businesses and acquired the characteristics of a progressive and prosperous community.

The town gained another railroad—the Baltimore & Ohio; horse-drawn street cars, free mail service, electric lights, natural gas, a water system, telephone service and banking houses were some of the signs of advancement.

Then on May 31, 1889, Johnstown and its neighboring boroughs experienced their darkest day. On that date the South Fork Dam gave way and the great flood that roared through the valley became known to the world as the Johnstown Flood.

The raging flood tide left over 2,200 dead in its path, and it left valley communities crushed and maimed almost beyond recognition. It was one of the worst peace-time tragedies of all time.

End of an Era

The flood brought an abrupt end to the second phase of Johnstown's development, and marked the beginning of the present—or third—phase. Between 1889 and 1954 Johnstown developed to its present status.

With financial help from the outside world, Johnstown and its neighbors were rebuilt and welded into a bigger and stronger municipality than before.

While reconstruction was underway, valley people went to the polls and eight boroughs—Johnstown included—voted to consolidate. The balloting took place on November 6, 1889. On December 18 of the same year Johnstown was granted a third-class city charter. At the first city election on February 18, 1890, W. Horace Rose was elected the first mayor.

As previously noted, Johnstown Borough consisted of seven wards when the consolidation vote was taken. As a result of the voting, these other boroughs became part of the new city.

Grubbtown became the 8th Ward; Conemaugh Borough became the 9th and 10th Wards; Woodvale the 11th Ward; Prospect the 12th Ward; Millville the 13th and 14th Wards, and Cambria Borough the 15th and 16th Wards.

Other Additions

Residents of Coopersdale Borough also had voted to join in the consolidation, but they were unable to do so because Coopersdale was not contiguous to Johnstown. Morrellville separated Johnstown and Coopersdale and since Morrellville was not then a borough, it did not vote on the consolidation issue.

About the time the city received its charter in 1889, the village of Moxham was annexed to the 7th Ward. Two years later, by court decree, it became the 17th Ward.

Meantime, in 1890, the village of Morrellville received its borough charter. It retained its municipal identity until 1897 when it was annexed to the city as the 18th, 19th and 20th Wards.

The annexation of Morrellville removed the obstacle that had prevented Coopersdale from joining the city. Coopersdale then became the 21st Ward in 1898.

With the addition of Coopersdale, the present-day boundaries of Johnstown were virtually established. Most notable among the later day annexations was Roxbury Borough, which became part of the 8th Ward, and Walnut Grove, which became part of the 17th Ward.

Despite the severity of the 1889 Flood, Johnstown's progress was delayed only temporarily. Within a few years it had regained the population it lost by death, and most of its business houses and manufacturing centers were back in operation.

At the time of the flood there were 10,000 people in Johnstown Borough and 20,000 in the adjacent communities. In 1891—two years after consolidation—the City of Johnstown had 25,000 inhabitants and there were an additional 10,000 people living outside the city proper.

The rapid population increase within the city limits continued for the next three decades. Johnstown had 37,500 people in 1901; by 1910 the figure hit 55,000; by 1920 it climbed to 67,327 and Johnstown was the ninth-ranking city in Pennsylvania.

Between 1920 and 1940 the city population held fairly steady at between 66,000 and 67,000. Since then it has dropped slightly, particularly during the late 1940s and early 1950s when the trend to the suburbs was in full stride. The 1950 census placed Johnstown's population at 63,232.

In the past half century, the one incident which perhaps had a great effect on Johnstown's future, was the St. Patrick's Day Flood in March of 1936. This flood took several lives and caused damage estimated at $41 million.

However, it was the disaster that prompted the flood-control program by which Johnstown has acquired flood-free status. Over $8 million was spent in the five-year project to protect the city from recurrence of the floods which had plagued the city almost from the date of its founding. The work of widening and deepening river channels and building river walls was completed on November 27, 1943.

LILLY BOROUGH

The early history of Lilly Borough, with a 1950 population of 1,898, was a series of land exchanges. Originally patented in 1802, 332 acres were granted Joseph Moyer and wife in 1806 as the "Dundee" tract. For seven years they cleared the land and operated a grist mill.

They sold to Simon Litzinger who, after 12 years, sold it to Joseph Lilly, who died before he could turn the land into a town. But it was named for his son, Richard Lilly, first as Lilly's Station on the Pennsylvania Railroad, then Lilly's and finally on June 11, 1883 as the incorporated Borough of Lilly.

Thomas Biddle & Company were coal pioneers, carrying it in sacks across the mountains to blacksmith forges in Huntingdon and Bedford Counties.

William Tiley Sr. manufactured coke in open pits in 1856.

Before the building of the Portage Railroad, the 332 acres were divided and James Conrad bought a saw mill and 60 acres of land for $2,000. It was on this mill, first water-powered and then by steam, that a large amount of timber was cut for the Portage Railroad with Richard and Alex White doing much of the cutting.

With the wood cutting, much of it hemlock and oak, the settlement took on quite an odor and it was suggested the town be called Hemlock. For a time the Postoffice did bear that name. About this time John Kelly, an Irish tanner, who, with the needs for boots and shoes by railroad workmen, set up a tannery on what is now Our Lady of Mount Carmel Catholic Church, and did quite a business.

One of Lilly's famous men was Richard White, who as a Captain recruited a Civil War company here, was later promoted to Colonel, taken prisoner by the South and would have been drowned as a hostage, had not President Lincoln intervened and saved White.

When the Pennsylvania Railroad was going through in 1853-54, the Conrads built an 80-foot platform at their sawmill, across from what is now the Sokol Building, and it was here trains stopped to take on wood and passengers. John Conrad had a station plan for that spot, but the station was built on the other side of the tracks, landscaped and was one of Lilly's prettiest areas until its abandonment in the 20's.

Caron Leahey had the first water works and wooden pipe lines, losing it at a Sheriff's sale in 1900 to Allegheny Mountain Springs Water Company, who subsequently sold to the Summit Water Company in 1905 for $11,000. It became Lilly Borough property in 1931.

The Lilly telephone exchange dropped to 20 subscribers in 1913 and was abandoned, while for many years, until destroyed by fire in 1937, most of Lilly's business houses and homes were steam heated from a central plant, like downtown Pittsburgh is today.

Lilly has public and parochial schools, four Churches—the oldest, the Lutheran in 1783; St. Brigid's in 1883; the Methodist in 1890 and Our Lady of Mount Carmel in 1909. James Conrad the first postmaster was paid $15.75 every three months, while the first firemen were called the Bucket Brigade in 1883.

However, the Citizens Volunteer Fire Company was chartered in 1903 and the first fire chief, Charles H. Brown, is now 82. Now they have a Fireman's

Park, two buildings, modern equipment and the high hopes of purchasing a new truck soon.

In Lilly's history, too, there is the story of a Priest, who didn't believe it proper for folks to come by wagon to Church. Made them walk. The auto has changed that.

LORAIN BOROUGH

Lorain Borough, which will be 39 years old next November, is one of the younger municipalities which border the corporate limits of Johnstown.

The borough was formally chartered on November 4, 1915, but not until its promoters had gone through nearly one year of litigation in the Cambria County Courts. Objections by residents and officials of Stonycreek Township delayed formation of the borough for about 14 months.

The land area which now lies within the borough boundaries was taken from Stonycreek Township. However, the borough became a residential community through the eastward expansion of the Moxham section of Johnstown.

In its earlier days, the borough area was known as Constable Hollow after the family of that name. When the borough was subsequently created, two members of the Constable family were among its first office holders.

The movement to establish the borough was launched in 1914 with John Constable, Sr. among the leading promoters. The name "Lorain" was chosen because a number of the village residents worked at the Lorain Steel Plant, now the Johnstown Works of the United States Steel Corporation.

The petition for incorporation was filed with Cambria County Court on September 23, 1914. The proposed boundaries of the new borough embraced the properties of 81 landowners, and 78 of them had signed the petition.

However, this brought quick protests from Stonycreek Township. On December 5, 1914, objections were filed by two township commissioners and 16 township property owners.

They complained that the petitioners were overly ambitious in designating the borough's boundaries. They charged that the tentative map of the proposed borough not only included some land that actually was in Johnstown, but that it also included farm acreage that was not properly a part of the village known as Lorain.

They also complained that the proposed boundaries would (1) split Stonycreek Township in two parts; (2) take away one of the township's three school buildings, and (3) take away the township's only election house.

As a result of these exceptions, a hearing was held in Ebensburg on January 15, 1915. At that time 47 pages of testimony were taken.

However, the dispute was settled when a new petition, setting forth amended territorial limits, was submitted to the court. The changed boundaries reduced the size of the proposed borough and Judge Marlin B. Stephens signed the incorporation papers November 4, 1915.

At the court's direction, Lorain Borough established its own school district and conducted its first election on the first Tuesday in January, 1915. The court made these election appointments: Brinton Gilbert, judge of elections; Harry Tantlinger and Leo McAchren, inspectors of election.

The following borough officials were named in the first election: H. J. Reed, burgess and justice of the peace; J. F. Lohr, John H. Constable, Frank Williams, Conrad Gearhardt, H. S. Gouchnour and R. S. Sann, members of council; Kline Ober, Elmer Shank and Roy Brandlinger, auditors; George Constable, tax collector, and R. S. Sann, assessor.

A total of 620 people lived within the borough as it was originally proposed, but this number was reduced slightly when the petition was amended and the present boundary lines fixed. The population increased to 1,406 in succeeding years, according to latest census figures.

LORETTO BOROUGH

Loretto was laid out by the Russian Prince-Priest, Demetrius Augustine Gallitzin, and so named in honor of the celebrated Italian shrine on the shores of the Adriatic Sea. After Captain Michael McGuire had settled close to the present site of Loretto, other families joined in establishing "The McGuire Settlement." In 1799 Prince Gallitzin came to care for the spiritual needs of the settlement.

Although the town was laid out in 1816, it was not incorporated as a borough until 1845. The town is divided into twelve squares with twelve lots each. The streets were given the names of saints. St. Mary's, the main street, runs parallel to a lower street, St. Joseph's. The first cross street is St John's, and the second, which leads to St. Francis College, is St. Paul's.

The beginnings of St. Francis College date back to 1846. The Franciscans were offered 125 acres of land by St. Michael's Church and immediately began to cut timber and open a brick yard. The first brick building was completed in 1847; in 1858 the school was chartered and empowered to grant academic degrees.

In 1848 the first Sisters of Mercy came to Loretto from Pittsburgh. Besides having charge of a school for girls, they also conducted an orphanage once located in Loretto. A shrine ,"Our Lady of the Alleghenies," is now located on the site of the school.

The early business places consisted of six stores for general merchandise; one for furniture; two blacksmith shops; one livery stable; an undertaking establishment; a foundry; and a hattery for making felt hats. Today the town has no industry of any kind; the town is a center for the farmers of the vicinity, the more than eight hundred inhabitants of the town proper and the students of the college.

The two famous men of Loretto are a study in contrast. Prince Gallitzin gave up a vast fortune to come to Loretto to serve the people; Charles M. Schwab, the steel king, left Loretto as a poor boy to return a millionaire.

In 1899, in the celebration of the Centennial of the parish, Mr. Schwab gave to the people of Loretto the present stone church dedicated to St. Michael. In 1916 he built the palatial estate, now the property of the Third Order Regular of St. Francis. He assisted the college in the building of laboratories and the Science Hall, and in 1930 was a guiding hand in the erection of the Carmelite Monastery.

It was through the wealth of the steel king that the vision of Prince Gallitzin was partially realized. He dreamed of Loretto as the center of Catholicity in Western Pennsylvania. Today, seven tabernacles form a circle about the town. The silence of dawn is broken by the chanting of the Divine Office at Carmel; in the Mansion Chapel the Brothers sing the Gloria; the Sisters of Mercy say the Angelus in their convent chapel; the ringing of the bell brings the faithful to Mass at St. Michael's; in the chapel of the Gallitzin House, boy scouts gather on their pilgrimage; in the Ave Maria Chapel the priests of St. Francis say their Masses; while the students gather at the campus chapel and listen, once again, to the message of Christianity which for over a century the Sons of St. Francis have taught, following the way of Gallitzin.

MUNSTER TOWNSHIP

Munster Township, located in the east-central part of Cambria County, was created an even 100 years ago. It was formed from Allegheny, Cambria and Washington Townships December 9, 1954, and derived its name from the village of Munster.

Historians are at odds whether the Cambria town was called after the community of Munster, Ireland, or Munster, Germany. The first settlers were Irish.

Nevertheless the derivation of the name from the German town can be explained logically. Rev. Father Demetrius Augustine Gallitzin, the prince of the Alleghenies, was a dominant figure in county life in 1802 when Munster began to spring up. It is said the venerated priest named the new settlement for Munster, Germany, where he lived part of his youth.

One of the early biographers reports that Father Gallitzin and Edward Victor James, one of his parishoners in Loretto, had some disagreements. This caused James to move to Munster where in 1808 he entered the real estate business and laid out the community in lots and streets.

Each lot had a frontage of 60 feet and extended 180 feet in depth. They were offered for sale at $16 but there were few takers. The town never has had a large population. It had 80 residents about 1820 and 67 in 1840. The latest census showed only 550 people living in the entire township.

While Munster never has acquired a place of prominence, it once reportedly competed with Ebensburg and Beulah to be designated as the county seat.

The naming of Ebensburg, which took place in 1805, was a setback to Munster which had one distinct advantage over the other two towns. It was located near the Galbreath Road—the first road built in Cambria County.

Erected in 1790, "Storm Place" was the first inn to spring up in the county. The hostelry was located along the Galbreath Road in Munster Township. In those days road houses were few and far between.

Robert Burgoon became proprietor of the establishment in 1799. Some of his descendants still reside in the county. Other outstanding residents of Munster for many years were members of the Peter Collins family. On May 18, 1820, Peter Collins was married to Sarah Meloy by Rev. Father Gallitzin. They had 12 children—Philip, James, Thomas, Elizabeth, Cornelius, Catherine, Mary, John, Peter, Sarah, Joseph and Ellen.

Philip and Peter Collins were contractors. They worked chiefly in the building of railroads, including some in Cambria County. Thomas Collins was elected to the General Assembly in 1852. He accepted the Democratic nomination for secretary of internal affairs in 1894 but was not elected.

Philip Collins, in addition to his contracting work, was principal founder of the newspaper, the Philadelphia Times, in 1875. It was sold and merged with the Philadelphia Ledger in 1899.

Some of the other early settlers who attained prominence included Cornelius Dever, Philip Dever, Jacob Glass, Joseph Criste and J. J. Thomas. E. V.

James, who laid out the town, was named first county prothonotary in 1807.

The William Penn Highway, U. S. Route 22, passes through the center of the township, following much the same course as the original Huntingdon, Cambria & Indiana Turnpike which was completed in 1820. The first brick road was built in 1912. Since then other improved highways have been constructed.

Munster also at one time was a station stop on the Ebensburg & Cresson Railroad. The line was chartered May 5, 1859, and opened in July, 1862. It was 11 miles long.

Late last century a man named Mickey Smith, who had killed a Johnstown policeman, escaped from Ebensburg jail the day before he was scheduled to be hanged. He reportedly made good his escape while a guard on duty was playing a fiddle. Smith hid out for a time in a cave on the old Smith Farm in the township. He never did pay for his crime at the end of a rope.

At one time there was a barn in Munster, behind what is now the Noel junkyard, which faced directly north and south. The roof was sloped so that rain water which dropped off the west side flowed into a creek to the Conemaugh River and eventually emptied into the Gulf of Mexico. The water which drained off the east side traveled toward "Halfway House," to Chest Creek, to the Susquehanna River and eventually to the Atlantic Ocean.

Munster is located on the crest and western slope of the Allegheny Divide.

The township is bounded on the east by Cresson and Washington Townships, on the South by Portage and Summerhill Townships, on the west by Cambria Township and on the north by Allegheny Township.

NANTY GLO BOROUGH

Cambria being the ancient name of Wales, it seems proper that the County's largest borough of Nanty Glo should have a name of Welsh origin, Nant-Y-Glo—meaning a stream or valley of coal.

And Nanty Glo, lying eight miles west of Ebensburg, is in the valley of Blacklick Creek, surrounded by coal on a varying altitude of 1,800 to 2,200 feet above sea level, a topography familiar to early settlers who had come from Wales, Scotland, England and Ireland.

About 1797 a Welsh colony plotted a town a few miles above the present site of Nanty Glo and called it Beulah. It might have become the County seat but roads passed it by. A cemetery and a few old stone foundations are its remains.

In the era of the pioneering families of Wagner, Davis and Adams, it was Glen Glades Postoffice.

With the beginning of coal mining and the extension of the railroad, the town grew and the population changed to a melting pot of the peoples of Southern Europe.

With the population increase, parts of Jackson and Blacklick townships were incorporated into Nanty Glo Borough September 2, 1918, and James P. Lamont was the first burgess, with T. P. Burns, J. E. Burns, Ed Carmell, James Caldwell, Charles Davies, Matt Facemyer and R. C. McCullough elected to the first Council.

The first Nanty Glo lease was from Solomon Wagner and John Lloyd to Dr. James Dunwiddie. The Dunwiddie mine started the coal boom in 1896. It was sold in 1902 to Coleman and Weaver. Subsequently, Charles Lorain of Philipsburg opened the Webster mines, now operated by B. Goldberg. Operating, too, are the old Heisley No. 3, now Monroe No. 131 of Bethlehem Steel, and Lincoln mine of Joseph Yobbagy.

Nanty Glo has a bank, eleven churches, dial telephones and an independent school district. The modern plant in both public and parochial schools is a progressive system from the one-room basement school in the Costlow Building with Florence Evans of Ebensburg the first teacher.

Paved streets came in 1921. The increase in population has been steady, from 13 houses in 1896 to 5,420 persons in the 1950 census. John Lloyd of Ebensburg suggested the town's name and the first postmaster was Montell Davis, the first postoffice being in the Montell Building, across the street from the present Capital Theater. And Lloyd Street is named for the man who named the town.

The fire company was organized in 1925 and the Ebandjieff Clinic of Drs. Ebandjieff, Palmer and Santini opened in 1949; the Nanty Glo Memorial Athletic Field became a reality in 1953 and the town's water supply comes from the Lincoln and Ebensburg reservoirs.

PATTON BOROUGH

Patton, town of coal, clay and shirts, lies 1,736 feet above sea level in a junction of Carroll, Chest, Clearfield and Elder Townships in the Allegheny foothills. It bears the name of John Patton of Curwensville, Pennsylvania.

In 1844 early settlers, Caleb Howard and John McMasters, opened a gristmill on Chest Creek to the rear of Angelo Yanatelli's home of today. It was the first industry, followed, as the forest was cut away, by a sawmill. Ferdinand Marks bought the gristmill for $60 and gave the town its name, Mark's Mill.

Like Pittsburgh, Patton has a Mellon ancestry too. Henry Mellon in 1847 owned a vast acreage on the border of Chest Creek, the west side of Patton. He was a lumberman, graduating into coal and real estate. Mellon Avenue is named for him. His brother, James, first found coal on Donnelly Avenue.

When wood was king, John Nagle set up a wood manufacturing company to make pick handles and wagon spokes, while in 1888 Joseph Richards had a foundry which later turned out mining equipment.

With the extension of the railroads about 1890, coal became the principal business. Present-day Patton was laid out in August 1892 by Chest Creek Land and Improvement Company. The borough was incorporated September 4, 1893.

With mining, booming Patton got street lights, using kerosene lamps for seven years before electricity. George S. Good, James Curf, Alice Patton, H. Brown, and W. Sanford organized the Clay Works in 1892, the same year the water works was built, with pipe lines of wood.

The clay works, with modern plant and mines on which $150,000 was spent in 1953 for modern improvements, has produced an estimated 20,000 tons of sewer pipe.

In 1898, Charles Rhody bought the huge land area on St. Lawrence hill and passed it on to three generations of lumbermen. Much of the early timber went to railroad ties.

Patton had the Ernest & Levy silk mill 42 years—from 1907 to 1949, turning out thousands of yards of goods on 191 machines with 125 employees for many years. In 1951, the Industrial Committee of Patton bought the old silk mill and on a $20,000 investment brought in the Patton Paper Box Company, now employing 80 to 100 men and women.

The Phillips Jones Company, first located in the Good building and expanded in 1948 and 1954, turns out a new shirt for men every four seconds. The company has 350 employees.

Patton had trolley cars for 16 years, from 1910 to 1926; mail used to come by pony express, now is routed in by highway postal bus and the first postmaster was another Mellon—Edward. Earl Tarr instituted bus service in 1914; Greyhound operates them today.

The town has ten churches. Harry Scanlon had the first hotel, the Mark's House, and a second one, the Mellon Hotel, was torn down in 1921. The Palmer house burned in 1929. John Cosgrove began the first store, where the gasoline station of Lacue & Jones now stands. One of the early banks, in 1906, was the Grange National, organized by John Schwab, father of steelmaster, Charles M. Schwab.

E. A. Mertens used to deliver his bakery products by wheelbarrow; now has six trucks. The Borough now owns the 1893 water company, has replaced most wooden pipes and recently completed a $65,000 filtration plant. The school system has grown from a single four-room to three buildings in the public school system, plus St. Mary's parochial school.

The famed Miner's Rest and Commercial Hotels are still operating. The business area has grown and the high school band has carried the name of Patton to many state areas to bring back first prize trophies in many competitions.

PORTAGE BOROUGH

The Borough of Portage, where you used to get a scenic steam engine ride for three cents, is in Southeastern Cambria County, on the line of the old Portage Railroad which crossed the Allegheny Mountains to connect the eastern and western sections of the Pennsylvania Canal.

This railroad, completed in 1834, ran westward to Johnstown, to Hollidaysburg in the east. Ascending cars stopped at a dock, now the cement bridge over the Little Conemaugh River on Route 53. The

unloading spot was the highway junk yard, with lodging at the McGloughan House, no longer standing.

Portage was incorporated October 7, 1890. The Pennsylvania Railroad main line ran through town. What's now Lee Street was the main entrance, over which logs were hauled to the New York Tower on S. Railroad Street, which was the town's first street. Three hotels, four stores and railroad station were Portage's business district then.

Lumbering was the chief industry. The railroads burned wood to make steam. So soon Portage had four sawmills, the first at the site of the Gauntner Store on Caldwell Avenue, named for a pioneer merchant. Tram roads and later a "Martin Run" railroad branch were built to the mills.

Located at what is now Ribblet's Farm, in 1866, was a sawmill of John Border who sold to Dr. George Mears of Mears, White & Co. The mansion of another landowner, William H. Moudy, stands today at the western edge of Portage.

Sawdust from most mills went into one pile. In winter it froze and Portage children tunneled it, especially in hooky from school, carrying candles to light their way, kegs to sit on. In the spring thaws, many a cow got trapped in a tunnel and had to be dug out.

One of the mills was on Trout Run, through the middle of town, so named because of the clearness of this mountain stream and the trout ensnared in it. An old swimming hole was used in it, at the site of Dr. Logan's home on Cambria Street and Gillespie Avenue.

In 1876, B. B. Martin transferred coal and timber rights to J. C. Martin, who started Portage's life blood—coal mining. Martin sank the Puritan shaft, arranged for the town's first water supply, selling in turn to Andrew B. Crichton, who owned controlling interest in Johnstown Coal and Coke Co., which now owns and operates these mines.

Cambria Mining and Manufacturing Co. sank other shafts, selling in 1899 to McCormack and Cameron. The mine closed in 1933, to be reopened in 1936 by the Koppers Coal Co., which runs it today.

By the time of Portage's incorporation, mining was so extensive the Pennsy built the Martin Run branch along which, at one time, more than 1,000 mules were used in hauling coal cars out of mines.

In 1901, Fosten Eicher founded the Portage Press, now Dispatch, got the first bank going by 1902, was Burgess in 1903, Postmaster for many years and owner of the first auto in town.

Tragedy hit Portage, too.

On July 30, 1904, Charles Hayes and Patrick Campbell were walking the dusty Puritan Road, taking the $3,000 payroll to Puritan Coal Co.'s 350 employees. They were ambushed—Hayes killed and Campbell injured. The robbers escaped with the payroll. Three years later, a tip led to the arrest of the five-bandit gang in Italy.

On July 4, 1906, a runaway coal car killed six Arabian peddlers who were visting Portage, while 23 years later, a coal car, in similar accident, hit a hotel roof and killed Mrs. Anna Skelly and her son-in-law, August Hess.

The Sonman mine explosion of July 15, 1940, killed 63 men, many from Portage.

In the 30's, Portage was given a lease on a tract of land which led to the development of a recreational park. During the current year, Mrs. Andrew B. Crichton made a gift of more than thirty acres for the enlargement of this park.

The Puritan Foundations and a jacket factory give employment to Portage women; school facilities are now in a jointure; there are prospects of a hospital; there are 11 churches, a bank, many stores, three veterans' organizations, fraternal lodges and the population is 4,371, as of the 1950 census.

There is this about Portage, too. It was the first school in the county, outside of Johnstown, to organize a high school band, under a full-time music teacher.

PORTAGE TOWNSHIP

Portage Township—rich in minerals and history —got its name from the famous portage between the Juniata and Conemaugh Rivers.

It is one of the "more recent" townships in Cambria County, being formed almost three-quarters of a century after the county was started.

The township was cut from Summerhill and Washington Townships on March 4, 1878, a few years before the first sawmill appeared in its then verdant woodland.

There is a community of interest—economic and social—between Portage Borough and adjacent Portage Township. Transportation, lumbering and coal have played an important role in the development of each.

On the north the township is bounded by Washington Township, on the east by Blair County, on the south and west by Summerhill Township.

Growth during the booming coal years was rapid. In 1880 the township had only 765 residents as compared with almost 5,000 today.

Most of the population is in mining communities with colorful names such as: Sonman, Dutch Settlement, Benscreek, Shoemaker, Jamestown, Martindale, Puritan and Spring Hill.

First settlers in this area were Welsh, followed quickly by the Irish, English and Germans. Dense woodland made up most of the countryside, until the first sawmill was started in Sonman about 1880.

Sonman, a little community on the Allegheny Fork of the Little Conemaugh, has an interesting background. There are reports that Arent Sonman's father was permitted to select a 5,000 acre tract as payment of a debt the King of England owed him. However, when Pennsylvania became a Commonwealth, Sonman was forced to make another claim. In 1794 this was granted to a legal representative of Arent Sonman.

About 1890, the year Portage Borough was cut from the parent township, it was discovered that this tract bore rich coal reserves.

Coal mining started late in the Nineteenth Century, but did not reach full bloom until after the start of the Twentieth Century. Piper's Mine and Benscreek Shaft were among the first mines. Two major companies, Eastern Gas and Fuel, and Johnstown Coal & Coke Company, now mine most of the coal in the township.

Fifty years ago Dutch Settlement was a thriving little town—having a store, two hotels, a schoolhouse, a church and a GBU Hall. One of the hotels—Odenthal Hotel—still stands and is occupied by several families.

Some schools were built in the area, even before the township was formed. One of the earliest was the Jonestown School, built in about 1870. Another early school was in Benscreek, starting about 1877.

The first township high school was a one-room building on Spring Hill in 1925. Two years later the high school was moved to a larger building in the same community. At present the high school is operated in Portage Borough by a joint committee of Portage Borough and Portage Township.

Some historians say the first and only postoffice in the township was located at Myra, about a mile northwest of Benscreek.

Hunting and fishing abound in the mountainous woodland. Benscreek and Noel's Creek are good trout streams, most fishermen say. The woodland above Puritan, Munster and Benscreek is good for hunters intent on small game.

READE TOWNSHIP

Reade Township forms the northwestern corner of Cambria County with Clearfield County to the north and Blair County to the east. Its western boundry is formed by Clearfield Creek and the southern by the Dean Township line. It is a mountainous area, underlaid with coal and each year is invaded by thousands of deer hunters.

What is now Reade Township was originally a part of White Township. The two were separated on September 1, 1879. The township was named for George M. Reade, an Ebensburg attorney, who handled legal details of Reade's incorporation as a township.

The principal industry of Reade Township is coal mining. The coal is hauled by rail and truck down the "gaps" out of the mountains to the Juniata River Valley and Altoona.

There is no incorporated borough within the boundaries of the township. The larger unincorporated villages include:

Blandburg, 1,800 feet above sea level, was formerly known as Figart. It was named for Fred Bland, one of the early postmasters. Besides coal mining, clay from the neighboring mountains is made into brick at one of the Harbison-Walker Refractories plants. Among the first residents of Blandburg were Benjamin Figart, George Barr, Louis Newhouse, Max Frick, Robert L. Bower, Alex Edmiston, Granny Russel.

Mountaindale is located to the northwest of Blandburg, an older community. At one time the population numbered about five hundred, but is much less today. Among the early settlers are found the names Gwin, McCartney, Van Scyoc. Reade Township High School is now located at Mountaindale.

Lloydsville is a small residential community east of Blandburg. It was once noted as the site of Rhododendron Park which was built and operated by the Pennsylvania Railroad Company. Regular excursion trains ran from Pittsburgh to the park through the beautiful mountain scenic area.

Glasgow is northwest of Mountaindale and at one time had as many as eighty coke ovens in operation. Much of this coke was shipped to New England. The ovens were closed in 1930.

The village was named for John Glasgow who purchased the site in 1818. Among the early settlers were the names Creig, Hollen, Matthews, Cree, Worthly, Troxell, Goheen, Isenburg and Flynn.

Hollentown was founded by Joseph G. Hollen who settled at the site of the present town in 1864. The present population is about one hundred and fifty. Mining and logging were the original industries, but the community is now largely residential. The names Louder and Noble appear among the early settlers.

Van Ormer, adjoins Hollentown and was named for Mr Joseph Van Ormer, owner of the land in the area, who granted title for land for the townsite. Ten houses provide the nucleus for the present town. The first school, built in 1888, is still standing. As in other Reade Township communities, the occupations of the first settlers were lumbering and mining.

Flinton is north of Van Ormer and was settled in 1888. The name is derived from the Flynn family who were engaged in lumbering. These family names appear among the first residents: Flynn, Chaplin, Sneath, Ricketts, Kuhn, Younkin, Yearick and Schafer.

Frugality, a small community southwest of Van Ormer, originated as a mining town in 1888. It was named after a land grant to Revolutionary War soldiers in payment for their services. At one time it was comprised of about one hundred and fifty houses. Of these, only about twenty remain today.

Fallen Timber was settled in 1880 in the beginning of the coal industry in the Township. The community is so named because in an earlier day a great windstorm uprooted trees in the area.

Fallen Timber is the birthplace of Frank McManamy, a member of the Interstate Commerce Commission and its chairman in 1930.

In 1950 the township had a population of 2,400.

RICHLAND TOWNSHIP

Richland Township, a desirable residential district located between Johnstown and Windber, recalls the era when Indians inhabited the Conemaugh Valley.

Historians have written that Solomon, Rachel, Benjamin and Samuel Adams, who came to what is now Richland Township from Berks County before 1780, were the first white settlers in Cambria County. In the Richland district, Solomon Run Road, Rachel's Run and Rachel's Hill, near Geistown, have been named in memory of the Adams family.

After the coming of the Adams family, other settlers arrived and community life developed. The Mennonites built the first church at what is now Church Grove. The Amish also established a church, of which Jake Eash was the first minister.

A community cemetery on the Casper Shaffer Hill replaced the small family burial places on the farms.

The first school, the Meyers School, taught by Peter Lehman, opened in a building along Solomon Run Road where Good Hope Church now stands.

Other evidences of progress could be noted in the construction of the Scalp Level Turnpike and in the

operation of inns and hotels in Geistown. One of the earliest hotels, the Half Way House, was owned by Christina Hite.

Among the latest achievements in Richland Township may be included the Johnstown Municipal Airport, the organization of the Richland Volunteer Fire Association and the construction of a modern high school building at a cost of $1,100,000.

Much of the earlier growth of Richland Township has resulted from the development of abundant farmland and plentiful supplies of bituminous coal. After the Johnstown Flood of 1936 the population was increased by the arrival of Johnstowners, who, not assured of flood control at the time, desired to build their homes at higher locations.

On April 2, 1954, Richland Township, formerly a part of Conemaugh Township, was 121 years old. At the time of its organization it was named Richland because of the richness of the land within its borders. Scalp Level and Geistown were formed out of Richland Township. The borough of Scalp Level was incorporated on November 16, 1898, and Geistown, the youngest borough in the County, on January 13, 1930. Walsall, Mine 37 and Mine 42 are important communities in the township.

Richland Township of today, with a population listed as 4,930 in 1950, has advanced rapidly from the time when its inhabitants numbered only a few settlers living in a scattered farmhouse area.

SANKERTOWN BOROUGH

Sankertown Borough, once a part of Cresson Township, was incorporated June 11, 1906. It was named for the Sanker family who, with the Slattery family, owned the land now within the Borough limits. Prior owners of the land were Matthew and Mary Adams.

The first school in Sankertown was built on land donated by the Slattery family. In his youth, President Judge John H. McCann was employed as a teacher in the Sankertown school. A later school, built on Summer Street, was destroyed by fire in 1942.

Separating Sankertown Borough from Cresson Borough is the "subway." It was built by The Pennsylvania Railroad Company as a result of an agreement with the Borough Councils of Sankertown and Cresson dated June 8, 1922.

Former businessmen of Sankertown include Messrs. Lee Myers, Joseph Gutwald and D. Pfeister. The latter, a lifelong resident, is now the oldest citizen in the Borough.

In 1950 Sankertown Borough had a population of 865.

SCALP LEVEL BOROUGH

Scalp Level Borough, incorporated November 16, 1898, is located at the confluence of the Little and Big Paint Creeks in the extreme south of Cambria County along the Somerset County line. It was formed out of Richland Township and adjoins its sister boroughs, Paint and Windber, both in Somerset County.

Prior to incorporation, Scalp was a small village devoted primarily to farming and lumbering. Jacob Eash, its first settler, immigrated from Germany sometime prior to 1835 and erected a two-room log cabin home along Paint Creek. This home was sold in 1838 to Carl Henry Veil, who took advantage of the fine water supply and established one of the town's first industries, a tannery. It was his son, J. H. Veil, who was squire in the village for many years, and his grandson, Ralph Veil, still resides in the borough.

Many varied and interesting stories exist concerning the origin of the borough's unique name. The majority of these involve legends of early skirmishes with the Indians. Another relates a feud between two families who constantly threatened to scalp each other. Still another story concerns an old mountaineer who would, after heavily imbibing in whiskey each Saturday night (sold at $6\frac{1}{4}$ cents per pint), announce that he would "scalp them all level off."

A more authentic story concerns an early clearing project in the village when Jacob Eash gathered all the able-bodied men together for a community "frolic," as it was termed, to cut down the trees and laurel. He spurred the workers on with shouts of, "cut them off level."

Another relates the name came from the topography of the village itself, being a narrow strip of level land between the abrupt and high hills. The mountaineers at the time used the provincial expression "skelp" to indicate a leveling off, such as the leveling of the land or leveling the bark of a tree by blazing. The town was known as Skelp Level for many years, so it seems plausible that the latter story is the most accurate.

In 1893, one J. S. Cunningham came to the then small village, and it was his early work that was to determine the future history of the town. After considerable investigation he reported a seam of coal in the vicinity that could be easily mined; and in behalf of the Berwind-White Company of Philadelphia, he bought or leased over 100 square miles of mineral rights. Following the purchase of these interests, Berwind-White in 1897 established its first office at Scalp Level and commenced operations at Mine 30, naming Mr. Cunningham its first supervisor. The business was an immediate success, attracting large numbers of workmen to mine the coal

as well as merchants, hotel men and others to provide for their needs.

Scalp Level grew quickly, and in 1898 the town of Windber, contiguous to Scalp, was laid out to meet the rapid growth in the area. J. S. Cunningham is commonly known as the father of Windber.

Scalp Level was, around the turn of the century, a terminal point on the old Scalp Level-Johnstown Turnpike, the toll gate being located approximately where the school building stands today. It was common in those days for many of the residents, including the women, to work out their taxes on the turnpike by crushing rocks for the roadbed with flexible handled tools called knappers.

Scalp Level around 1900 was also the locale of a pursuit far removed from mining, namely painting. The scenic waters of the Paint Creeks, the abundant growth of trees, shrubs and flowers of almost every kind and description in the area, and the picturesque hills were ideal subjects to attract the artists. They flocked to the area in the summer, camped along the streams, and painted the beauties of the surroundings. C. S. Reinhart and August Will were two well-known New York artists who several times visited Scalp Level to pursue their painting. The most famous, however, was Roger Davis, one of the first and most remarkable pen artists in the country. He was born in Johnstown, Pennsylvania, and after a varied career of work and travel to almost all parts of the United States, he made Scalp Level his permanent home. Many of his works of the countryside in and about Scalp Level are in the hands of collectors today.

Some of the early permanent residents and their occupations were J. F. Knuff, owner of the Mountain House Hotel; John Estep, owner of the Miners' Home Hotel, established in 1897; Jacob Fox, operator of a meat market from 1895 on; E. L. Mahan, flour, feed and grain merchant; and S. L. Driggs, flour miller.

Today the borough has a population of approximately 1,747 persons. The principal industry, as it has been for over fifty years, is mining, with the large mines of Berwind-White Company, as well as many smaller companies, operating in the immediate vicinity.

SOUTH FORK BOROUGH

Where big mountain trout once leaped in the clear waters of the South Fork—mine and railroad locomotives now jostle back and forth.

Where wealthy industrialists relaxed on the South Fork Lake, historic ruins now scatter along the lower reaches of South Fork Borough.

And all this in the span of less than a century. South Fork Borough is so named because of its situation at the junction of South Fork and Conemaugh River.

The town nestles in the heart of the bituminous mining district and today is typical of the coal industry and its main ally—the railroads.

Such is the result of early industry, starting when George B. Stineman, son of a pioneer family, built the first house in the community now called South Fork.

As a first lieutenant, Stineman fought through the days of the Civil War and distinguished himself in 37 major engagements and numerous skirmishes. He was captured by Confederate soldiers at High Bridge, Va., April 6, 1865, but was released three days later, April 9, upon the surrender at Appomattox.

Then he returned to Cambria County—the home of his father, Jacob, and grandfather, Jacob, and his mother, Mary, daughter of Thomas Croyle, founder and patriarch of surrounding Croyle Township.

Cherry and ash trees were plentiful, so George and his brother Jacob C., started a lumber business. Within a few years George's interests spread—first to farming, then the mercantile trade, then to mining and finally to banking.

Those pioneer enterprises gave South Fork a good start. It expanded steadily and today, less than 90 years after George completed his home, the town has a population of over 2,600.

More than a score of years passed after George's house was built. Then a dream became a reality. South Fork became a borough. On August 3, 1887, it was cut from its parent Croyle Township and stood on its own.

Less than two years later—May 31, 1889—the now flourishing community suffered a tragic disaster. The South Fork Lake, long the playspot of the wealthy, broke and poured millions of gallons of water through South Fork, down the valley into Johnstown.

George Stineman became the borough's first burgess, its first postmaster and commercial and industrial leader. Earlier he had been one of the principals in opening the coal fields in the South Fork area.

George B. and Jacob C. Stineman, Samuel Paul, Joseph Croyle and Richard Hughes organized the South Fork Coal and Iron Company in 1869. A few years later this firm started to ship coal to eastern markets. Some writers say these men were the first to open district coal veins for shipping purposes. The family names of these early leaders long have been associated with coal mining enterprises in Cambria County and elsewhere.

South Fork and its environs boomed as the Pennsylvania Railroad and the mine expanded throughout the area. By 1900, one writer says, about 100 large

rail cars, averaging 40 tons of coal to the car, were being shipped daily from the South Fork area, including the Ehrenfeld mines.

Progress such as this followed the railroad era. In 1850, the PRR completed its right-of-way from Harrisburg to near Hollidaysburg. There it linked with the Portage Railroad to Johnstown. In early 1854, PRR rails extended from Johnstown to Pittsburgh—completing rail service between Philadelphia and Pittsburgh.

This made South Fork one of the prominent rail points for the coal industry. Branch lines then spread to Ehrenfeld, Beaverdale and Windber. For a time South Fork also was linked to Johnstown by the Southern Cambria trolley line.

South Fork's founder, George B. Stineman, also gave impetus to banking in the community. In 1902, a decade after he had retired from most of his other pursuits, he was one of the organizers of the First National Bank of South Fork. He became its first president, a position he held until the time of his death on September 3, 1906.

SOUTHMONT BOROUGH

Southmont Borough, so named because of its geographic location in relation to Johnstown, is one of the later day developments in the city's suburban perimeter.

It was not incorporated until June 2, 1919, and most of its expansion as a residential community came after 1920. It had a population of less than 300 people in 1919 and now has upwards of 2,200.

Like most of the present day residential areas outside the city proper, Southmont's first settlers were farmers. A number of borough streets today bear the names of men who tilled the soil there a half-century ago, or even earlier.

In 1900 there were approximately 15 farms scattered over the borough, but by 1920 virtually all of them that were suitable had been turned into building sites.

So far as is known, Southmont's first settler was Yost Hochstein, who returned from the California gold fields with $3,000 in gold. In the early 1850's he purchased 140 acres, nearly one-fourth of the borough's present land area. Within the next 10 years William Ream purchased a farm in what is now known as the Haberlein district.

Other early farmers were William Green, William and Rube Keller, Jonathan Gardner, Adam Keppler, Cristopher Palliser, George Spangler, William Hochstein, Konrad Hochstein, John Miller, Samuel Miller, Frank Miller, William Wonder, Able Peden, Henry Koch, and Adam Koch.

The transition from farm land was motivated by the late Franklin W. Otto, who promoted the residential development. By the personal acquisition of several farms and through the facilities of Cambria Land and Improvement Company, of which he was president, Mr. Otto became the guiding force in the residential trend.

Mr. Otto launched his venture about 1905. Under his direction acreage was plotted, streets were laid out, and Southmont Boulevard was planned and graded. He tapped springs and piped water to all parts of the borough with power from a windmill which stood near Millcreek Road and Gardner Street. Maple trees were planted along the newly laid out streets; building restrictions were set forth.

C. P. Collins prepared the first borough maps for Mr. Otto. Edward and Olive Streets were named after children of Mr. Otto; Mabel Street was named for Mrs. Collins, and Leila and Helen Streets were named for the Collins children.

When the borough was incorporated, Mr. Otto became its first burgess. Other early council members and borough officials were John H. Waters, John C. Cosgrove, John L. Hershberger, Marshall G. Moore, Dr. C. A. Matthews, Harry Doerr, Louis A. Geis, S. E. Dickey, Robert Shaffer, Park Haws, and Roy Wertz.

The community's first school—Hochstein School on lower State Street—is said to have started in 1902. It graduated five eighth-grade students in 1908 who then finished their schooling in Johnstown High School. In 1913 a two-room school was opened in what is now Southmont Municipal Building. When the present school building was opened for the 1925-26 term it contained 10 grades. The first senior class was graduated in the spring of 1927.

Before its incorporation in 1919, the Southmont development was a part of Upper Yoder Township. Two years later, in 1921, its corporate boundaries were extended with the acquisition of two other tracts located in the township.

One of these was the large Grandview Cemetery area, which now anchors the northeast corner of the borough.

The other was the Overbrook district just off Southmont Boulevard. This was a Bethlehem Steel Company housing development. In 1921 and 1922 the company constructed 89 houses in this section.

Overbrook also is the site of the borough's only church, the Overbrook United Brethren. A chapel was constructed in 1921 and was succeeded by the present church building in 1928. It also was in 1928 that the borough purchased the first fire truck for the volunteer company organized in 1925.

Although street car service to the borough was started in 1914, it was not until 1921 that Southmont gained its first paved street, Southmont Boulevard.

SPANGLER BOROUGH

Coal was the magnet which attracted early settlers to what now is Spangler Borough starting a few years before the great Johnstown Flood of 1889.

Col. J. L. Spangler, an attorney and coal broker, was one of the first on the scene in a move to capitalize on the wealth of the natural resources which were plentiful.

A number of farmers, lumbermen and small-scale coal operators blazed the trail to the district but it was Col. Spangler who provided the springboard for the growth of the community.

As early as 1887 he rode from one landowner to another to sew up mining rights in anticipation of the advent of railroad transportation.

The town, which was named for the far-sighted speculator, was organized in 1892 and was formed from sections of 10 farms in Susquehanna Township. It was incorporated as a borough by court decree December 13, 1893.

Col. Spangler along with Gen. Daniel Hastings, later a governor of Pennsylvania, meanwhile had persuaded the Pennsylvania Railroad to build a branch line to the town.

The first load of coal moved out of the community by rail December 24, 1892. It signaled the start of boom times in the mining district of North Cambria County.

"Every house filled to the roof and more men coming in," historians relate. Lots were selling at from $200 to $250 each.

The first mine in Spangler was called "Old Summit" and was located on the north side of Holy Cross Hill. A system of rope haulage to the tipple was employed. John McCormick was the first mine boss. "Old Summit" finally was closed in 1918.

Before the start of the 20th Century, Anthony Miller operated a grist mill and John S. Dumm, a lumber yard. The latter's son, E. F. Dumm, now runs the lumber business.

Another of the pioneer business leaders was Joseph A. Gray, county sheriff from 1885 to 1888. He also was a dealer in coal, lumber and real estate; operated a feed mill and was a bank director and town builder.

Mr. Gray started a distillery in 1906. Edward Kirkpatrick, the distiller, reported the first year's output totaled 5,000 gallons. The plant was operated only in the winter months when ice was available.

Another important former industry was the Spangler Brewing Company which was in existence from 1904 to 1924. Livery stables flourished in the early days of the town's growth. A horse and buggy could be rented for $2.50 per day. However, competition was on the way.

On December 25, 1903, the Northern Cambria Street Railway Company was granted a franchise for a trolley line. Towns served included Spangler, Carrolltown, Patton, St. Benedict and Barnesboro.

The streetcar line finally was abandoned in 1926 to make way for U. S. Highway Route 219.

Spangler suffered its worst disaster of all time November 6, 1922, when an explosion occurred in Reilly Mine 1. Seventy-seven men were killed.

A postoffice was opened in the town in 1893, with John Sullivan serving as first postmaster. Col. Spangler organized the first bank in 1904.

In 1905 the Spangler Improvement Company— the original land-holding agency—gave ground for a hospial. It was incorporated in August, 1908, when

Ann E. Brobson was chosen first superintendent. The hospital building was opened in 1909 under the name of Miners Hospital of Northern Cambria County. The first patient was Daniel Campbell of Carrolltown.

While a fire company was formed in 1901, it wasn't chartered until 1922.

The first public school was opened in the community as early as 1885. The telephone and telegraph made their appearance in 1896. Paved streets were an innovation that year. Up until that time, Spangler had the dubious distinction of being a community with a muddy street "a mile long and a half-mile deep."

Spangler is located on the West Branch of the Susquehanna River which served as an outlet for the logs sent to market from the north of the county years ago.

Today, with a population of 3,013, the town is a modern, progressive community.

STONYCREEK TOWNSHIP

Stonycreek Township—the only first class township in Cambria County—embraces five of Johnstown's suburban sectors and was the land source of four other municipalities.

Its irregular boundaries describe a crudely-shaped arc that sweeps along the southern and eastern edges of the Greater Johnstown area. It extends, generally, from Solomon Run, which flows into the city from the east, to the banks of the Stonycreek, which approaches from the south.

The built-up areas within this sprawling expanse are basically residential. In geographical order from east to south they are: Solomon Run, Oakland, Belmont, Highland Park, and Riverside.

Stonycreek Township became a political subdivision in its own right on January 4, 1876. On that date it was severed from Conemaugh Township—one of the county's original three—by decree of the court.

Since that date the township has given up sections of its land area on five different occasions.

In 1891 the northwest section of the township was lopped off to become Dale Borough. Two years later another sizable section became Daisytown Borough. In 1911 the Walnut Grove district became part of Johnstown's 17th Ward, and in 1915 the Constable Hollow tract became Lorain Borough. Then in 1933 another section was sliced off to become part of Geistown Borough.

While there were settlers in Stonycreek Township as early as the 18th Century, it remained a thinly populated district until well into the 20th Century. In fact, its greatest expansion has come in the past two decades, particularly during the recent post-war building boom.

When the first census was taken in Stonycreek Township in 1892 it credited the township with only 150 residents. Most of these were in the Walnut Grove area which since has become part of the city.

The settlers were mostly farmers, whose homes were widely scattered. One small cluster of homes was known as Griffith Settlement, in what is now the Oakland section.

As late as 1902 the township had less than 300 residents. It was not until 1940—when the township was 64 years old—that the population passed the 2,000 mark.

The latest government census in 1950 credited the township with 2,735 people. An independent survey in September, 1953, placed the population at 4,132—an increase of 51 percent in three years!

Two of the earliest settlers in the township area were the Wissinger and Wertz families, both of which had family histories in this country which pre-dated the Revolutionary War. They established farms in Stonycreek Township area before Cambria County was chartered—when it was still a part of Somerset and Huntingdon Counties.

Ludwig Wissinger, the pioneer ancestor of all Wissingers in America, emigrated to this country from Germany. He served with such distinction during the Revolutionary War that he was rewarded by the colonial government with a tract of 300 acres in what is now Oakland.

Wissinger later sold his holdings for $300 and at his death was buried near the present boundary of Lorain Borough and Oakland. The small plot is still known as Wissinger Cemetery.

Early in the 1800's Moses Harshberger, whose father was an early settler in Moxham, purchased part of the Wissinger tract and erected a home at the present intersection of Bedford and Penrod Streets. A brother, Jacob Harshberger, bought the remainder of the Wissinger land.

The Harshberger farms subsequently were sold to two other brothers, Abner and Eli Griffith. Abner moved into the old Harshberger home and Eli built a house at the present intersection of Ringling and Ferg Streets.

Meanwhile another expansive tract was being cleared by John Wertz, who migrated to Stonycreek Township from Franklin County in 1785. The pioneer ancestor of this family was his grandfather, Hans Jacob Wertz, who sailed from Rotterdam to Philadelphia in 1731.

The Wertz farm is said to have once extended from Bedford Pike westward over the hilltop to the present

Seventh Ward section of Johnstown. The Wertz homestead was built on the hilltop southwest of Walnut Grove and part of the original house is still standing. The home site became known as Wertz Hill (now sometimes called Berkebile Hill) and is still reached by Wertz Road.

John's son, Jacob Wertz, was born in 1815, the first of the family to be born in this county. One of his descendants, George M. Wertz, became one of the district's foremost political leaders as county commissioner, sheriff, state senator, state controller, and member of Congress in that order between 1893 and the 1920's.

Aside from farming, one of the first business enterprises in the township was launched in 1904 when the late William Schrader constructed a greenhouse there. The business is still in operation.

It was not until 1924 that the township gained its first hard surfaced road with the paving of Bedford Street, or Route 56. The township now has 11 miles of roads and streets and about seven miles of state highway.

Among notable "firsts" in township history was the construction of Oakland School in 1910. Other schools have been added in the Riverside and Highland Park areas. By a 1951 jointure with the Johnstown School District the township's high school students attend Johnstown Central High.

The township's first church was organized by the Methodists in Oakland in 1912. Three years ago a Brethren Church was organized in Riverside.

The first volunteer fire company was formed in the Riverside section in 1926. It has since been followed by volunteer companies in the Oakland, Belmont and Solomon Run sections.

SUMMERHILL BOROUGH

Summerhill Borough, one of the oldest communities in Cambria County, was incorporated September 4, 1892.

It was 82 years earlier, however—in 1810—that two brothers, Joseph and David Somers, founded the town.

The land which supplied the site originally was owned by families named Stineman and Griffith. The Stineman clan was a guiding force in the development of the Summerhill-South Fork-Wilmore area in its early history.

William McConnell did the surveying of the land, laid out the lots and named the streets.

The village took the name of Somerhill at the start. The revision to Summerhill came later.

In writing his history of the Conemaugh Valley, which was published in 1865, Thomas J. Chapman said: "Summerhill, which should have been termed Winter Hollow, is located in a narrow valley between hills through which the Portage Railroad ran."

"The Pennsylvania Railroad runs close by the old village and sustains its vitality. It contains 200 or 300 inhabitants."

Today the main line of the PRR runs through the borough. It also is located on State Highway Route 53. Down through the years Summerhill has been primarily a coal and railroad community. Many of the wage earners still are in the employ of the PRR or work at mines near the town.

Industries commonplace to pioneer settlements sprang up in the village, ran their course and then passed out of existence. Summerhill at one time or another in the past 144 years had feed mills, saw mills, blacksmith shops, slaughter houses, hotels, a railroad company store, tannery, stone quarry, etc.

Today there is no industry of any appreciable size in the borough. Some of the early buildings still are standing. The older residents can point out landmarks of interest in the town.

As late as 1890, what is now the upper part of Summerhill still was a broad green meadow where flowers abounded in summertime. The most recent census showed a population of 846.

Members of the first borough council, elected in 1892, were George Betz, Anthony Werner, Dr. J. B. Green, J. D. Wentroth and J. W. Plummer. Other distinguished residents include William McClarren, Mrs. Dora Simendinger and Miss Patricia Smith.

Mr. McClarren, the town's first contractor, built the Cambria County Jail in Ebensburg and fulfilled part of the contract for the Cambria County Home.

Mrs. Simendinger, the oldest resident of Summerhill, is best known for her art work. She has done a number of paintings in various churches in the district.

Miss Smith was named "Miss Detroit of 1953" during a stay in the "Motor City" last year. Summerhill has four churches—Catholic, Lutheran, E. U. B. and German Lutheran.

SUMMERHILL TOWNSHIP

Summerhill Township, situated in the southeastern portion of Cambria County, Pennsylvania, was formed February 10, 1810, six years after the formation of the County. When it was formed there were only three other townships in the County, namely, Allegheny, Cambria and Conemaugh. Summerhill was formed out of the latter township.

In 1858 Croyle Township was formed from the southwestern portion of the township and one year later Wilmore Borough (the only borough within the

township) was incorporated from the village of Jefferson. Portage Township was formed in 1878 from a portion of Summerhill and Washington Townships.

The earliest record of the inhabitants in this township reveals that in 1773 a man by the name of Knott built a cabin on a tract of land on the Conemaugh River known as the "Elk Pasture," surveyed to Samuel Griffin in 1773. Other early settlers on the same tract were Varner and John Gable.

However, the person considered to be the first settler was Godfrey Wilmore (1792) whose descendants founded the town which now bears his name.

Other early settlers were George and Philip Pringle for whom Pringle Hill was named. These brothers married sisters, Catherine and Mary Gable, and built cabins in the township in 1796. Another brother, William Pringle, became the first school teacher in 1810.

Other settlers were the Kneppers, Crums, Skelleys, McGoughs, Settlemyers and Bensons.

The advent of the Allegheny-Portage Railroad, 1830 to 1832, brought with it many Irish families who settled in the northern part of the township. Approximately 20 years later a number of German emigrants settled New Germany in the western part of the township. The greater portion of the latter settlement is now included in Croyle Township.

In 1895 the town of Beaverdale was settled along the Beaver Run Creek in the southern part of the township. Its name was derived from the beavers which at that time were plentiful in Beaver Run Creek. Trappers and lumbermen constituted the first settlers of that town.

About the same time, various coal companies began prospecting in this same vicinity and the first mine was operated by the Mountain Coal Company at Lloydell, a town named after two of its first settlers, Lloyd and Ellen Huff, a combination of his name "Lloyd" and the first three letters of his wife's first name "Ell." Loyalhanna Coal Company soon thereafter opened a mine at Onnalinda. The coal industry was and has continued to be the backbone of this township's industry.

It is surprising to note that at one time trapping was on a professional basis within the township and that substantial income was derived by farmers from fruit orchards. Few orchards remain today and, of course, trapping has become non-existent.

The Evangelical United Brethren Church, erected in 1830, was the first church and today all denominations, other than the Lutheran and Methodists, have churches in the township.

Noteworthy among the inhabitants of this township is John McCormick who was born near Wilmore, January 14, 1847. He was well known locally as a farmer, teacher and newspaper writer and throughout the state as an authority on local history. He served as assistant Register and Recorder for the County. Mr. McCormick died November 27, 1935.

SUSQUEHANNA TOWNSHIP

Susquehanna Township makes up the northwest corner of Cambria County. Coal mining and farming are the principal industries, but the township once was a thriving logging center. It was created January 6, 1825, from Allegheny and Cambria Townships. The name was derived from the river Susquehanna which rises in and near the township.

The West Branch of the Susquehanna, which figured so prominently in the early-day lumbering activity, wends a northwesterly course through the township. Actually, the West Branch and its tributaries were "public highways" between 1857 and 1880. On them were floated to market many thousands of feet of valuable timber. White pine abounded in the region.

Among the early settlers were John Baum, George Gooderham and Gideon Mock. Then followed a steady

trickle of hardy men who turned to the forests or to the soil for a livelihood.

By 1880 the population of the township had risen to 949, including 28 in the village of Garmantown. Plattsville was another settlement of the era. The town of Emeigh also was starting to grow. Along with these three, Shazen and Greenwich presently are other little communities within the confines of the borders.

Some of the people living in the township today can trace their ancestors to the men prominent 64 years ago. Leading residents of the period of about 1890 included the following: John H. Somerville, farmer; James Somerville, farmer and lumberman; U. Lloyd, farmer; P. P. Miller, proprietor of Cleveland Hotel at Platt, now known as Plattsville; John Bearer, farmer; John J. Breth, farmer, stock raiser and coal dealer; Ezekial Somerville, carpenter, contractor, builder and farmer; Daniel McNulty, farmer; Lawrence Wyland, farmer, lumberman and dealer in coal lands; Lewis J. Bearer, farmer and manufacturer of lumber; John W. Leamer, farmer; Adam Lulay, farmer, and E. P. Baker, farmer and justice of the peace.

While some of the early settlers dabbled in the coal business, mining did not come into prominence until the advent of the railroad. Before 1905, when the rail link to Emeigh was completed, the mines were little more than caverns clawed in the hillsides. They were referred to as "country banks" or "candy banks." The only available power was men and animals.

Peale, Peacock & Kerr had arrived and opened its first mine in 1902. Ere long the firm had two more mines in production. With the availability of rail facilities starting in 1905, the township boomed. In the years that followed, the fortunes of the coal communities alternately rose and fell.

The peak was reached in the mid-1920's. About that time Emeigh, one of several hubs of activity, had a population of 1,500. Today it is down to 400.

Hard times visited the township in the late '20's and during the depression years that followed. The coal business made a comeback during World War II and in the post-war era. Now again, however, mining is in the doldrums.

In enumerating its distinctions, the township can point out that the famed Kittanning Path threaded over its terrain. Later one of the first improved roads in Northern Cambria County passed through its confines.

The township lays claim to being the birthplace of Lt. Col. Boyd (Buzz) Wagner and Hugh (Duffy) Daugherty. "Buzz" Wagner was killed on a routine flight in the States late in 1942 after an outstanding, valorous career as a combat pilot in the South Pacific during the early months of World War II.

"Duffy" Daugherty is best known because of his present position as head football coach at Michigan State. The school competes with the top-flight teams of the nation.

Susquehanna Township is bounded on the north by Clearfield County, on the east by Elder Township, on the west by Indiana County and on the south by West Carroll and Barr Townships.

TAYLOR TOWNSHIPS—EAST, MIDDLE, and WEST

Taylor Township was created September 16, 1857. It was named for Judge George Taylor who served as the Common Pleas Judge of Cambria County at the time. On June 2, 1884, the Township was divided into two parts, East and West Taylor townships. A further division was made June 30, 1908, when Middle Taylor township was formed out of a part of West Taylor.

East Taylor township contains Saltlick dam which was completed in 1914 near Mineral Point. The capacity of this dam is 813 million gallons of water which is used for domestic and industrial purposes.

Nearby is the right of way of the old Southern Cambria Trolley line. Besides linking Johnstown with Ebensburg, there were spur lines to Woodvale Heights, South Fork and Nanty-Glo. In East Taylor township Parkhill, Echo, Brookdale, and Mineral Point, each a descriptive name, were stations along the route. A tragic accident occurred in the township near Brookdale, the site of the car barn, when a head-on crash occurred between two cars on August 12, 1916. Twenty persons were killed outright in this accident which has no equal in the transportation history of the county.

A landmark in East Taylor township is Wesley Chapel which began as a Methodist Sunday School as early as 1851. In 1866 the present church building was erected and has been used regularly as a place of worship.

Middle Taylor Township contains Hinckston Run reservoir which was completed in 1905 with a capacity of over a billion gallons of water. The watershed and dam is owned by the Manufacturers Water Company and is used for industrial purposes. According to the Cambria county chronicler, Henry Wilson Storey, the stream was named for John Hinckston, a renegade white, who with James Cooper cruelly murdered Joe Wipey, a friendly Delaware Indian, near the point where Hinckston Run empties into the Conemaugh River.

West Taylor Township has the distinction of being the first area where iron ore was discovered in Cambria County. In 1833 George S. King had come

to Johnstown from Mercersburg to open a store. He engaged in the retail trade until 1840 when he sold out and intended to engage in the wholesale dry goods business in Pittsburgh. However, the effects of the panic of 1837 were such that he changed his mind, and he came to the conclusion that if some means were devised by which the natural products of the vicinity could be taken to Pittsburgh, he could exchange them for other commodities. He believed there was sufficient iron ore in the hills around Johnstown to carry out his idea. King made known his views to David Stewart, a foundryman, who considered the proposition, and the men started prospecting for iron ore in the hills close to the city.

In 1840 a crop of ore was found on the John Seigh farm on Laurel Run, and to ascertain the thickness and quality of the ore, a shaft thirty-seven feet was sunk to a fifteen-inch seam. Several tons of ore were taken out and hauled to Ross Furnace in Westmoreland County to be made into pig metal for the purpose of testing the quality. The metal was taken to a forge on the Juniata River and proved to be a very good type of bar iron. The prospectors had confidence in the ore and purchased the Seigh land. A partnership was formed under the firm name of George S. King & Company and the Cambria Furnace was built on the Seigh tract in 1842.

A better vein of ore was found by King in 1843 in Benshoff's hill, but Cambria Furance continued to be used. The vein of ore on the upper and lower sides of Hinckston's Run was the best in quantity and quality of all those about Johnstown, and was mined for some years after the Cambria Iron Company was formed.

Tanneryville is a community of West Taylor Township which received its name for the Rosensteel Tannery located there following the 1889 flood. This tannery had been located in Woodvale but had been destroyed.

Like the other streams flowing through these townships, Laurel Run was dammed and a reservoir constructed to hold one hundred millions of gallons. It is owned by the Johnstown Water Company for domestic and industrial purposes.

TUNNELHILL BOROUGH

Tunnelhill Borough, located on one of the highest summits of the Allegheny Mountains, has several unique features.

It owes allegiance both to Blair and Cambria Counties. The county line divides the town, running medially and parallel to the principal thoroughfare, Main Street.

While perched loftily on a crest 2,440 feet above sea level, Tunnelhill sprang up "as if by magic" because of the tunnel which was bored beneath its surface a hundred years ago.

The same railroad improvement was responsible for the development of adjoining Gallitzin.

In fact, the histories of the two twin communities are linked inextricably. It's hard to tell where one borough begins and the other ends.

Older residents are unable to explain why there are two separate municipal entities instead of one. The subject likewise is ignored or overlooked by the historians.

Despite their community of interests, the two boroughs were formed within about three years of each other.

Gallitzin was taken from Gallitzin Township by decree of court dated December 3, 1873.

Tunnelhill was taken from Gallitzin Township by decree of court dated December 5, 1876.

In the early days the most easterly of the two settlements was referred to as "The Tunnel." In the spring of 1850, Rev. Father Thomas McCullagh was named pastor of St. Aloysius Catholic Church at the Summit, a well-established village to the south. One of the priest's missions was to administer to the Catholics at "The Tunnel." This is the first known reference to the area now known as Tunnelhill.

In view of the terrain of the community, it is easy to understand how the word "hill" came to be appended.

The first postoffice was established in Tunnelhill May 13, 1856. The first postmistress was Miss Maria McGeehan. After one month, however—on June 18, 1856—the postoffice was moved to Gallitzin.

Up until the time the Pennsylvania Railroad plotted its course through Cambria County in 1849, that section was inhabited by only two families.

The Samuel Watt family and the James and John McCloskey family had settled there years before with the view to tilling the soil.

When work on the new railroad right-of-way was started, large numbers of Irish immigrants were attracted to the scene because of the opportunities for employment which were afforded.

The Irish, within a fortnight and almost before they had a roof over their own heads, set about to build a house of worship.

What later was to become St. Patrick's Church, although crudely constructed, was the largest building in Tunnelhill. One early historian reports it was filled with worshippers on Palm Sunday in 1851. The present Catholic church edifice, erected at a

cost of $40,000, was dedicated October 10, 1886. The bricks which went into the building were made by the men of the church in a vacant lot across from the church.

Nuns provided the first schooling in the community as early as 1881. A public school building was built in 1893. It was replaced with a new structure in 1929.

In the early 1890s, John J. Kinney and George W. Shiffler were proprietors of general stores in Tunnelhill.

Lumbering, quarrying and most of all, coal, were contributing to the borough's prosperity in that era. The community also provided a proportionate share of railroad men.

On February 23, 1906, Tunnelhill was hit by a disastrous fire which claimed five lives. For a time, the blaze threatened to wipe out the entire town. However, it finally was brought under control by a bucket brigade made up of from 200 to 300 of the town's residents.

It wasn't until 1952 that a water line was laid in the borough and fire hydrants installed.

With a population of 535, the borough now is aiming at improved streets and the installation of street lights.

VINTONDALE BOROUGH

Coal and Vintondale go together like a postage stamp and a letter. But it once had an "iron" age. Prior to 1846 two Englishmen, Ritter and Irvin, came here to make iron, with costly shipment across mountains to the Conemaugh River Canal to Pittsburgh. It ended in 1850.

It took 20 years for another industry, timber cutting, to begin in 1870 by the Vinton Lumber Company and the area had the name, "Barker City." The Barker family owned most of the land up toward Ebensburg.

Coal mining came to the fore in 1890, with five mines running. In 1893 this area became Vintondale, honoring Judge Augustine Vinton Barker, but it wasn't until September 4, 1908, that it became an incorporated borough on the banks of the Blacklick Creek, surrounded by seven hills.

Largely, Vintondale is a company town—controlled in 1902 by the Lackawanna Coal & Coke Company; later by the Vinton Coal & Coke. The Delano family, relatives of the late President Franklin Delano Roosevelt, had interests here.

In the beginning, mines were designated by number—one, two three, four and five. The sixth, and still operating, opened under the Vinton Colliery Company in 1906. Four of the mines ceased by the turn of the century. No. 1 closed in 1949 with most of the big tipple being dismantled in 1953.

With the coming of World War II, the collieries emerged from bankruptcy after 1939 as Vinton Coal and Coke Company. The coke battery of 152 ovens started in 1908 and were in production until 1945 when the coke washer burned.

The 1920's were peak coal years, when annual production was 300,000 tons, sometimes 3,000 tons a day with 600 to 800 men employed. Today, with 275 men and mine mechanization, output is as great on some days. The 1953 output being 25,600 tons.

The changing history has left Vintondale two landmarks. One is the stack of the Eliza iron furnace, with the original heating device at the top of it. This furnace was erected in 1845 and is in good preservation today. It gets its name from Eliza Schoenberger, the daughter of an early leader in the iron business.

Once Eliza employed 90 men and boys, half as many horses. In 1848 it reached pig iron production peak of 1,080 tons, or less than a day's modern production.

Vintondale once had a population over 2,000; it is about 1,200 today. The town came through a labor

crisis in the early 20's when Otto Hoffman was superintendent. It was a closed, non-union town.

Into this one day came the eminent lawyer, Arthur Garfield Hayes. He was arrested; the charge—trespassing. His choice was a fine, or leave town. Mr. Hayes left.

Vintondale had the first community high school in Blacklick Valley, the first commencement of eight students being May 27, 1919. The new building was erected in 1926. Today there are three schools, the one, "Delano," named for Warren Delano, uncle of President Roosevelt.

The town has paved streets, five churches, progressive people, adequate stores. The four daily trains of 1902 are no more. B. W. Shaffer built the first planing mill and first houses and his descendants, Jack and Mary Shaffer, live in one of those houses today. The old company store burned in 1943, but some of the stone still stands. The railroad station is gone. The post office came in 1895, with J. M. Jones as the first postmaster. George Blewitt was the first Burgess. Steve Oblackovich is today.

Then there was John D. Burgan, an author who was killed in a 1951 plane crash after World War II service in the Navy. Mr. Burgan was born here in 1913 and was a graduate of the University of Pittsburgh. Burgan wrote "The Long Discovery," "Martin Butterfield," which was serialized in the Saturday Evening Post, "Even My Own Brother," and "Two Per Cent Fear"—the first two being stories with a Vintondale background, so that in story and in coal, Vintondale lives on.

WASHINGTON TOWNSHIP

Washington is one of the eastern boundary townships crossed by the main line of the Pennsylvania Railroad and Highway Route 53. It was organized January 6, 1831, with territory taken from Summerhill, Allegheny and Cambria Townships.

Cresson Township and a portion of Portage Township were later taken from Washington Township.

The old Portage Railroad from Hollidaysburg to Johnstown crossed the township. This railroad attracted business and a village grew up at the "Foot of Four," which later was incorporated as the Borough of Lilly. In 1850 at the time of the operation of the Portage Railroad, Richard and Alex White conducted a large lumbering operation and coal mine in the township near Lilly.

Washington Township was the location of one of the first coal mines in the county. While digging a well for water to operate the engine on Plane 6, a vein of coal was discovered, later known as the Lemon vein. It is recorded that in 1840 there were approximately 35 coal miners living in Washington Township.

Subsequent to 1880, coal mines were opened in Washington Township by the Sonman Coal and Coke Company, Standard Coal Company, The Lilly Coal Company, and Mr. Carron Leahey.

In 1950 the population of the township was 1,370.

WESTMONT BOROUGH

From the time the Johnstown area began to expand as a manufacturing center, it was inevitable that the population area some day would embrace the hilltop flatland now known as Westmont Borough.

But the development of that borough came much sooner than was expected; and it came suddenly.

For more than a half-century the plateau above and west of the city had been farmed by early settlers who cleared acreage for that purpose. The expanse was first known as Yoder's Hill, after a farmer of that name; it later became, officially, Yoder Township; and still later Upper Yoder and Lower Yoder Townships.

The land warrant for the area which includes Westmont was taken out by Ephraim Williams in 1788. In 1793 Williams sold the land to John Yoder of Mifflin County, and for many years thereafter it was known as Yoder's Hill.

Although it was suitable for farming, it was not attractive for residential or commercial settlement. The hillside was too steep, and the attendant transportation problem too pronounced.

So as Johnstown grew in the 1870's and 1880's under the impetus of a thriving steel industry, the population area stretched farther and farther along the valley bottoms and more gentle slopes. But the hilltops, particularly Yoder Hill, were ignored.

Then suddenly Johnstown was struck by one of the world's greatest disasters—the Flood of May 31, 1889. As the demolished city was being rebuilt, its people were looking upward—up toward the hilltops; up where a home could be built without fear of destruction by flood.

Less than two months after the disastrous flood The Johnstown Tribune carried an article entitled "New Town on Yoder Hill."

Several factors combined to make Westmont the most pretentious suburban development of all those that followed the Flood.

The Cambria Iron Company promoted the project. It bought acreage and subdivided it into lots. Later it financed the construction of homes. To manage construction of the new suburb, it formed the Cambria Improvement Company.

To make the homesites more attractive, the company announced plans to construct an inclined plane to traverse the hillside and connect the new suburb with the city below. Thus the big obstacle, transportation, was overcome.

In addition, a strict building code was written into land deeds.

The site of the new community was then in Upper Yoder Township. About two months after the Flood the iron company announced that it had purchased 600 acres for division into homesites.

In this area was the Mulvehill farm of 160 acres. Peter Mulvehill, one of the early hilltop farmers, had purchased the tract about 1870 for $3,000 from Charles B. Ellis and George McLane. He sold it to the Cambria Iron Company for $23,000.

Charles R. Miller, the landscape artist who laid out Bryn Mawr and Grandview Cemetery, was engaged to plan the development. The iron company announced plans to lay water and gas pipes, and plant shade trees, even before lots were sold.

The sale of lots was rather slow until the essential part of the project, the inclined plane, was guaranteed. When this was assured, as many as 15 lots were sold in a single day. In 1890 Westmont had only 30 residents; two years later the population was set at 312.

The inclined plane went into operation on June 1, 1891, and has since continued to operate as one of this area's most famous landmarks.

It was built by the Cambria Inclined Plane Company, composed of five Cambria officials, and capitalized at $100,000. The first day of operation the plane traversed the hillside every five minutes and carried 630 passengers.

Some of the promoters suggested that the new community be called "Tip-Top," but "Westmont" was favored by the majority.

On June 13, 1892, Westmont was severed from Upper Yoder Township by court decree and a borough charter was granted. It now is the second largest borough in Cambria County and the largest strictly residential borough.

After its incorporation, promotion of the development continued. A typical newspaper advertisement in 1892 read:

"Lots in Westmont—At a price and upon terms to suit purchasers. The price includes street improvements to be made by the company. Apply to Frank M. Buchanan, Agent. Office in the Penn Traffic Company Limited store building in the morning, or the inclined plane in the afternoon."

A water reservoir was erected on the highest point in the borough—an elevation long known as Indian Mound. While there is some evidence that Indians did occupy, or at least traverse, the Westmont area, the theory that the Mound was once a burial or ceremonial ground has not been substantiated.

Shortly after the borough's incorporation, a municipal election was conducted on June 28, 1892. It had the distinction of being the first election in Cambria County under the Baker Ballot Act of 1891, which provided that election expenses be borne by the county.

Thomas Hamilton was appointed to give notice of the election. Other election appointees were Thomas P. Keedy, auditor; S. B. Gregory, judge; Thomas McKernan and James Hamilton, inspectors.

The returns showed that the highest number of votes received by any one candidate was 22. T. P. Keedy was elected the first burgess and W. H. Keedy became justice of the peace. Councilmen and school directors were among the other officials elected.

The borough school was on Tioga Street, where students could attend the first to eighth grades. After completion of the eighth grade, students were sent to Johnstown High School under a tuition arrangement with the city district.

This arrangement continued until 1917 when Johnstown High School became overcrowded and tuition pupils no longer could be accepted.

This development led to the establishment of Cambria County's first joint high school.

Faced with the need for high school facilities, Westmont school directors joined with the Upper Yoder directors in a common enterprise. Land was purchased from Cambria Iron Company, construction bids were received, and work was started. The new building for borough and township students was opened in October, 1918, with Miss Matilda Krebs as first principal.

It was intended that the school would be called Union Vocational High School, but it became Westmont-Upper Yoder High School. It was not until a comparatively few years ago that this type of joint school operation became common in the state.

The school building was enlarged from time to time as the borough grew. Latest census figures placed Westmont's population at 4,410, second only to Nanty Glo among the county's boroughs. Westmont's assessed property valuation of $8 million is by far the highest for residential districts in the county.

WHITE TOWNSHIP

From huge stands of pine trees White Township got its pioneer economy—from its Indian legends it got its culture and from an early jurist its name.

White Township, one of the older townships, was formed July 6, 1838, from Clearfield Township—

which earlier had been cut from Allegheny, one of Cambria County's original townships.

The new section was named after Judge Thomas White of Indiana, second common pleas judge in Cambria County. The jurist had been appointed for life on December 13, 1836. He served only 10 years, because the state constitution was altered in 1838, changing the term for judges to 10 years.

Judge White presided over Cambria County Courts, then part of the 10th Judicial District.

State forests still cover a large part of this northern-tier township—but in those days it was almost primeval. By 1880 the population of the county had grown to 383—and in 1950 it stood only a little more than 550.

The area is rich in timber and rich in Indian lore. The large state forest preserve nestles in the mountainous regions of the township.

One writer says the first settler in White Township lived on the present Joseph Dishart farm sometime prior to 1850. His name was John Burgoon, who is said to have been an early "squatter." His nearest neighbor was believed to have lived on Flannigan Run near Patton.

Beaver Dam Run, one of the principal streams in the township, is interesting. The run got its name from the fact that trees found there years ago gave evidence of having been covered with water at an early age. The run formerly was a large dam, built by beavers and covering several acres of land.

Visible from the fork of Slate Lick Creek and Beaver Dam Run is a hill about 200 feet high. Some historians have tabbed it as a place for Indian worship or council fires.

Others believe it to have been a fort and call it Ft. Hill. Historians say no trace of iron relics ever was found at the site, indicating it was not built by white men. The earthworks of the hill are of circular form about 300 feet in diameter. When first known to the white settlers it was covered by a growth of maple, elm and beech trees, some of them 20 inches in diameter. This interesting historical spot is located on what is now the Ralph Holtz farm.

Some of the first settlers in the township were the Burgoons, the McGoughs, Nagles and Gates.

White Township is bounded on the north by Clearfield County, on the east by Reade Township, on the south by Clearfield Township and on the west by Chest Township. Clearfield Creek makes up the eastern boundary of the township.

WILMORE BOROUGH

Soon after the last shot in the Revolutionary War was fired, Godfrey Wilmore left his home in Baltimore for new frontiers.

A Negro, but with a white wife, he pushed westward to the Alleghenies where he carved out a home about one-half mile south of what now is Wilmore Borough.

The name honors Bernard Wilmore, son of the first settler. However, the community had two other designations before it was given its present name.

A trickle of pioneers were attracted to the same section, starting back about a century and a half ago. Among the first was Godfrey Settlemyer, originally spelled Settlemoyer, who arrived on the scene in 1804.

The population of the settlement remained small until 1828 when the Allegheny Portage Railroad was started. The job opportunities afforded by the project brought an influx of Irish workmen.

One of the newcomers, with the brogue of Erin still thick on his tongue, suggested the newly-sprouted community be called Guineatown. And Guineatown it was until Rev. Father Demetrius Gallitzin, who did so much to mold the history of Cambria County, proposed the more dignified name of Jefferson in honor of former President Thomas Jefferson.

A postoffice, called Wilmore Postoffice, was opened in the town in 1832. It was so designated because the name was considered euphonious and because of its historical significance. The Pennsylvania Railroad followed suit and referred to its depot in the community as Wilmore Station, beginning in 1854.

Wilmore Borough, embracing the former town of Jefferson, was created by act of the Legislature in 1859. The bill was sponsored by Rep. Thomas H. Porter.

The Evangelical United Brethren Church had its beginning in the community in 1830, St. Bartholomew's Catholic Church in 1837 and the Evangelical Lutheran Church in 1851.

Located in a narrow valley between hills through which the Portage Railroad ran, Wilmore suffered a decline by 1865. In historical writings published that year, T. J. Chapman said of the community: "It was once a brisk village but is now decaying rapidly. There are many beautiful and productive farms in the vicinity."

Traces of the old Portage Railroad are evident along what is now Route 53. The old log structure that was Wilmore Station has been remodeled. It presently is the home of Michael Sulik and is the oldest building in the community today.

Wilmore still is located along the main line of the PRR. However, it has not had passenger service since 1950. The first school, containing one room, also was a log structure which was located on Crooked Street.

As recently as 1937 legislation was enacted eliminating Wilmore Borough as a school district. This led to the incorporation of Wilmore and Beaverdale into Summerhill Township School District.

Probably the first means of public transportation in Wilmore was the stage coach which plied between Wilmore and Ebensburg. It rolled over a bed of slabs on what still is known as the Plank Road. Property owners laid sidewalks in 1860 in compliance with a directive of borough council.

Despite the earlier foreboding prophecy of Historian Chapman, Wilmore attained its greatest degree of affluence between 1880 and the early 1900's.

The opening of the rich coal veins nearby provided a big boost. Berwind-White Coal Mining Company operates a sizable mine on the outskirts of the town. Other bituminous plants are readily accessible by automobile.

In 1894, the first bridge financed by Wilmore Borough was built. Two years later, Johnstown Telephone Company was granted permission to erect telephone facilities in the community. The board of health, with Dr. I. C. Blaisdell as first president, was organized in 1905.

John McCormick, well-known historian, was the son of Patrick McCormick, an early settler. Other prominent Wilmore men were Joseph Orton Kerbey and John Kephart.

Kerbey's father was the first railroad agent in the town. The son was a telegrapher for the Associated Press in Washington during the Civil War. Later he served as American consul at Amazonia, Brazil. He is best known for his books, "The Boy Spy," "On the Warpath" and "The Land of Tomorrow."

Kephart, an attorney, was elected a judge of the Supreme Court of Pennsylvania in 1919 after a five-year tenure in the State Superior Court. He served as chief justice from 1936 to 1940.

While industrial activity in Wilmore now is restricted, the town has had a succession of business enterprises over the years. Late in the last century B. J. C. McGuire operated a factory there which turned out what were reputed to be the best grain cradles in Cambria County. A plant which made men's and boys' caps was formerly situated in the community.

Wilmore, with a population of 390, today has two grocery stores, two hotels, one restaurant, a postoffice, two barber shops, a beauty shop and three gasoline stations.

YODER TOWNSHIPS—UPPER AND LOWER

Upper and Lower Yoder Townships, lying south and west of Johnstown, jointly mark their diamond anniversaries this year.

They were simultaneously established 75 years ago through a series of land divisions which ultimately carved up old Conemaugh Township—one of the three original townships in Cambria County.

Conemaugh Township once embraced a vast land area that covered all of southern Cambria County. At one point it extended as far north as the present Black Lick Township.

Within its original boundaries, many boroughs have since been chartered and the remaining land area divided into 10 townships. Upper and Lower Yoder Townships are two of the latter.

The first land split which led to the formation of the two hilltop townships came nearly a century ago—on July 17, 1858.

On that date a large area was severed from the original Conemaugh Township. It covered the southwest corner of Cambria County where it borders Somerset County to the south and Westmoreland County to the west.

Within this acreage of hill and forest was the John Yoder farm, and for many years the hillside west of Johnstown had been called Yoder Hill. And when the newly-created political sub-division was created by the courts, it became known as Yoder Township.

It remained a single township until September 1, 1879, when by court decree it was split into Upper and Lower Yoder Townships.

Each township has since been the birthplace of a new municipality. Westmont Borough was once a part of Upper Yoder and Brownstown Borough formerly was in Lower Yoder. In addition, part of Lower Yoder became Oakhurst Borough which later was annexed to Johnstown.

John Yoder, for whom the townships were named, was one of the earliest settlers in the hilltop area and possibly the first to establish a permanent farm there.

It was about 1820 that he migrated from Listie, near Somerset. He found the hilltop area rich in timber and secured rights to the land by homesteading for a few cents an acre.

Other early families in Yoder Township were the Harshbergers who settled in the district now called Elim, and the Berkleys, who farmed the Berkley Hills area. The names of these early settlers remain as place names in Upper Yoder Township.

The discovery of iron ore in 1839 figured in the development of the area. By 1846 George S. King, who subsequently organized Cambria Iron Company, established a primitive iron furnace along the Millcreek and John Bell & Company were operating a similar furnace at Benscreek—both in Upper Yoder Township.

For the greater period of their existence Upper and Lower Yoder Townships were principally farmland. Today they are residential areas with a minimum of commercial enterprises, a notable exception being the modern shopping center in Lower Yoder Township.

The movement toward hilltop residences got under way after the Johnstown Flood of 1889. The first residential area sprouted in the section which later became Westmont Borough and gradually expanded through the two townships.

———

I have but one lamp by which my feet are guided and that is the lamp of experience. I know of no way of judging the future but by the past—*Patrick Henry*

PATRONS AND PATRONESSES

Mr. and Mrs. Floyd M. Anderson

Mr. and Mrs. Joseph R. Anderson

Miss Letitia Anderson

Dr. and Mrs. Philip Ashman

Mr. and Mrs. John M. R. Ayres

Mr. and Mrs. Frank P. Barnhart

Mr. and Mrs. F. A. Beichner

Mr. and Mrs. George R. Bender

Dr. Harry J. Bennett

Mr. and Mrs. Roy E. Bittinger

Mr. Charles J. Boyle

Miss Elizabeth Boyle

Dr. and Mrs. Harry J. Bremer

Mr. and Mrs. John J. Brett

Mr. Alvin T. Buck

Dr. and Mrs. Joseph A. Cassidy

Mr. and Mrs. John Ceresa

Mr. and Mrs. James H. Connell, Jr.

Miss Martha Q. Connell

Mr. and Mrs. C. H. Conrad

Mr. and Mrs. Hugh B. Conrad

Mr. and Mrs. Paul S. Conrad

Mr. and Mrs. Chester D. Cordes

Mr. and Mrs. J. Covitch

Mrs. Andrew B. Crichton

Mr. A. B. Crichton, Jr.

Mr. C. N. Crichton

Mr. and Mrs. Everett E. Custer

Daughters of the American Revolution
    Quemahoning Chapter

Mr. and Mrs. Clarence E. Davis

Mr. and Mrs. Arthur M. Dawson

Mr. and Mrs. Samuel R. DiFrancesco

Mr. and Mrs. Harry Doerr

Dr. and Mrs. H. M. Dunegan

Mr. and Mrs. Francis A. Dunn

Mr. and Mrs. John R. Easly

Mr. and Mrs. John L. Elder

Mr. and Mrs. Harry A. Englehart

Mr. and Mrs. Alvin W. Evans

Mr. Charles S. Evans

Mr. and Mrs. Morgan W. Evans

Mr. and Mrs. Fred J. Fees

Mr. and Mrs. Louis V. Flick

Mr. and Mrs. Freeman F. Fullerton

Mr. and Mrs. M. J. Fulton

Rev. Charles W. Gallagher

Mr. and Mrs. R. A. Gallagher

Mr. and Mrs. William M. Galliker

Mr. and Mrs. R. E. Gardill

Mrs. Edna Barker Gardner

Mr. and Mrs. R. F. Gawryla

Mr. and Mrs. Earl F. Glock

Mr. and Mrs. R. M. Gocher

Mr. and Mrs. H. C. Goldy

Mr. and Mrs. Edgar G. Gooderham

Mr. and Mrs. Henry M. Gooderham

Hon. and Mrs. George W. Griffith

Dr. and Mrs. Harold M. Griffith

Mr. and Mrs. Francis Gueguen

Mr. and Mrs. Edgar J. Holtz

Mr. and Mrs. M. J. Hawe

Mr. and Mrs. W. Harold Hughes

Mr. and Mrs. James P. Illig

Mr. and Mrs. G. Harry Isaacson

Mr. Herman T. Jones

Mr. and Mrs. Waldon D. Jones

Mr. and Mrs. J. R. Koch

Miss Johanna M. LaBuda

Mr. and Mrs. W. H. Lambert

Mr. and Mrs. Earl Lantzy, Jr.

Mr. Raymond V. Lantzy

Mr. and Mrs. Paul D. Larimer

Mr. and Mrs. Charles E. Lauver

Mr. and Mrs. Parker R. Lawson

Mr. Charles R. Lehman

Miss Edna E. Lehman

Rev. Paul Lenz

Mr. and Mrs. Joseph F. Little

Mr. and Mrs. Peter J. Little

Mr. and Mrs. Gard MacAlarney

Dr. Charles A. MacIntyre, Jr.

Mr. and Mrs. William W. MaQuilken

Dr. and Mrs. Donald H. Matthews

PATRONS AND PATRONESSES

Dr. and Mrs. Thomas G. McAlister, Jr.

Mr. and Mrs. Clifton McCardell

Mr. and Mrs. M. J. McCleary

Dr. Paul McCloskey

Hon. and Mrs. John H. McCann

Mr. and Mrs. Alton A. McDonald

Mr. Edward F. McGuire

Mr. and Mrs. John B. McHugh

Dr. and Mrs. Joseph W. McHugh, Jr.

Hon. and Mrs. Ivan J. McKenrick

Mrs. Howard Mellon

Dr. and Mrs. G. Hobart Miles

Mrs. Hattie Pruner Miller

Dr. and Mrs. Arthur Miltenberger

Mr. and Mrs. Ralph H. Moore

Mr. and Mrs. Eugene M. Murray

Mr. and Mrs. Randolph Myers

Hon. and Mrs. A. A. Nelson

Dr. Ray Parker

Mr. John F. Parrish

Dr. and Mrs. M. R. Pearle

Mr. and Mrs. Frank D. Piazza

Mrs. Lydia G. and Miss Margaret G. Price

Miss Loretto Prindible

Mr. and Mrs. Robert F. Pruner

Dr. Joseph W. Raymond

Mr. and Mrs. G. L. Reade

Miss Leona M. Reiser

Dr. and Mrs. Joseph P. Replogle

Mr. Otto Rivinius

Hon. and Mrs. John P. Saylor

Mr. and Mrs. Tillman K. Saylor, Jr.

Mr. and Mrs. Donald A. Schettig

Mr. and Mrs. Homer A. Schettig

Mr. and Mrs. Maurice Shadden

Mr. and Mrs. Philip N. Shettig

Mr. and Mrs. William D. Shettig

Dr. and Mrs. F. K. Shields

Mr. and Mrs. R. A. Shumaker

Dr. and Mrs. John J. Silenskey

Mr. Seymour S. Silverstone

Dr. and Mrs. James A. Sloan

Mrs. Pearl M. Smathers

Mr. and Mrs. William S. Smathers

Mrs. Margaret Griffith Smith

Mr. and Mrs. Arnold D. Smetta

Dr. and Mrs. S. D. Solomon

Mr. and Mrs. W. C. Sortum

Mr. and Mrs. George M. Spence

Mr. and Mrs. H. G. Stevens

Mr. and Mrs. Walter R. Suppes

Miss Ethel M. Swan

Mr. Edward J. Sweeney

Mr. and Mrs. Thomas A. Swope

Mr. and Mrs. William R. Thomas

Mr. and Mrs. O. Titus

Mr. and Mrs. Clarence R. Tobin

Mr. and Mrs. W. J. Utts

Mr. and Mrs. Dominic Valeri

Mr. and Mrs. John J. Vanyo

Mr. and Mrs. Walter F. Walsh

Mr. and Mrs. Albert W. Walters

Mr. J. Philip Walters

Mr. and Mrs. C. L. Warner

Mr. and Mrs. Edward M. Weakland

Dr. and Mrs. Harry W. Weest

Dr. Louis A. Wesner

Mr. and Mrs. Joseph C. Wess

Mr. and Mrs. Dennis L. Westrick

Mr. Jerome C. White

Mr. Albert F. Widmann

Mr. Moses F. Williams

Mr. and Mrs. David C. Wolfe

Mr. and Mrs. Wayne G. Wolfe

Dr. and Mrs. Donald R. Wolford

Mr. and Mrs. Frank W. Womer

Dr. and Mrs. George R. Yeckley

Mr. and Mrs. Horace S. Young

Mr. and Mrs. Ted Ziants

TRANSPORTATION

THE KITTANNING PATH

BY HENRY M. GOODERHAM

GEOGRAPHY AND HISTORY

The historic Kittanning Path, which crossed Cambria County, Pennsylvania, in an east-west course some twenty-three miles in length, is one of the best examples of the old Indian highways that laced our mountain state in a pattern still followed in considerable part by modern roads. The closer the study, the more excellent those early trails appear. While too steep in some places for speedy modern motor traffic, they provided quick and easy transport for moccasined Indian travelers and for the pack trains of white traders penetrating the Indian country.

To explain the excellent routing of these Indian paths through our difficult mountain terrain, it has been suggested by pioneer settlers and by some modern historians that the trails were prospected and first used by wild animals—buffalo, deer and bear—seeking a way across the ranges. If this be so, it must have been by Divine guidance that these large, roving animals were able to lay their courses so as to overcome obstacles with the least possible inconvenience, whether in fording streams, swimming rivers, climbing mountains or traversing marshes.

Others would explain the excellence of these early highways by presupposing the existence of an enlightened race inhabiting the Western Hemisphere before the people we know as Indians came to these parts. But perhaps it would be closer to the truth to admit that the Indians were themselves superior to what the conquering white man in his pride has chosen to think them.

The first red men to come into eastern North America and to cross our Allegheny Mountains may have been enlightened travelers whose descendants were reduced by wars to the condition in which the white man found them.

We know virtually nothing of the Indians who first crossed our "Endless Mountains" to descend toward the Atlantic coast. But we do know something of the white adventurers who reversed the movement and explored "toward the setting sun." Bold men had traversed these trails long before the purchase of 1768 at Fort Stanwix, when the lands now comprising Cambria County were purchased from the Indians.

Surveyors heralded the coming of the white man's civilization, and the trails gave it access to the wilderness it was to subdue. The report made at the close of the year 1770 by Thomas Smith, the first surveyor for the territory, shows that the earliest purchasers of lands from the Penn Heirs located their future homesteads in the vicinity of Indian paths and canoe routes.

The first survey made along the Kittanning Path within the boundary of what is now Cambria County was No. 18, March 20 and 21, 1769, for Alexander Stewart, consisting of 888 acres and named "Chest."

Cabins were built near some large springs on the tract, and the place was later named Chest Springs. It was incorporated as a borough, May 10, 1858, and is the only borough on the Kittanning Path in Cambria County.

The Kittanning Path extended from the waters of the Juniata to the waters of the Allegheny River. No student of the geography of the country could have made any improvement in its location. A straight line from Frankstown on the Juniata to Kittanning on the Allegheny River would have crossed three high mountains, the Allegheny, Laurel Hill, and Chestnut Ridge. But to the north of this line, in the upper part of Cambria County, the Laurel Hill and the Chestnut Ridge are much leveled off. The Kittanning Path availed itself of this easing of the mountain barrier. It crossed the Allegheny Mountain and then swung in a great curve to the northwest, thereby avoiding the ascent of the Laurel Hill and the Chestnut Ridge. Even in crossing the Allegheny Mountain near the famous Horseshoe Curve, a fairly easy ascent and descent was found.

Various trails from the east gave access to the Kittanning Path. A much used one started west from the Susquehanna at Harris's Ferry (Harrisburg), Letort's Spring (Carlisle) and Standing Stone (Huntingdon) to Frankstown passing through near Hollidaysburg. The Conoy Path from York Haven joined it at Letort's Spring. Other branches came in from farther up the river. In Charles A. Hanna's *The Wilderness Trail*, Volume I, page 248, we find this about one of the approaches to the Kittanning Path:

"Bishop Camerhoff, who travelled along the east bank of the Susquehanna from Paxtang to Shamokin in the winter of 1748, notes in his *Journal*, that, after crossing to the north side of Wiconisco Creek, near its mouth, on January 12th, he came to a house a short distance beyond, where he halted. Here his host informed him that on the west bank of the Susquehanna, opposite to his house, began the Great Path to the Allegheny country, estimated to be three or four hundred miles distant."

The trail from Harris's Ferry through Letort's Spring and Standing Stone, variously known as the Allegheny, the Frankstown, and the Kittanning

Path, was a main trail for those traveling westward until 1758, when the Forbes military road was built through Bedford, following the more southerly Raystown Path. A trail was named in those days for the objective which the traveler set himself. What started at Harris's Ferry as the Frankstown Path, became, to those who had once passed Frankstown, the Kittanning Path, and it was thus called by those who traveled over it westward through Cambria County.

During the early eighteenth century, the Kittanning Path was one of the great arteries of commerce in Pennsylvania and one of the chief means for the development of the west. Conrad Weiser, Pennsylvania's ablest ambassador to the Indians, used this path on his journey of 1748 to Logstown on the Ohio River—a journey that was the first serious venture, politically, into the Ohio Valley.

John Hart was one of the first white men to travel the Kittanning Path in Cambria County, trading with the Indians under license granted him in 1744. He had two important meeting places for trade with the Indians. The one, in what is now Alexandria, Huntingdon County, was known as Hart's Log. It was so named because Hart had hewed out a log there to make a trough to feed his horses. The other, in Cambria County on the Kittanning Path four miles west of Chest Creek and one mile east of Turkey

Point on Legislative Route 11049, near the southwest corner of Elder Township, is the well-known Hart's Sleeping Place.

About the year 1936 a committee of the Cambria County Historical Society headed by Peter J. Little, Esq., now deceased, invited the relatives of the pioneer settlers, among them two great-grandsons of Michael Weakland who had settled at Hart's Sleeping Place when it was yet a wilderness, to meet with them for the purpose of selecting the proper place to erect a marker. A little later Mr. Little had a large mountain stone set in concrete at the site chosen with a tablet which reads as follows:

HART'S SLEEPING PLACE
DURING THE LATTER PART OF THE
EIGHTEENTH CENTURY, JOHN HART,
AN INDIAN TRADER, ON HIS TRAV-
ELS ALONG THE KITTANNING PATH,
FREQUENTLY REMAINED OVERNIGHT
AT THIS PLACE. LATER THIS REGION
WAS KNOWN BY THAT NAME
ERECTED BY
THE CAMBRIA COUNTY HISTORIC
SOCIETY

After the Delaware Indians, during the French and Indian War, had established their headquarters at the town of Kittanning on the Allegheny River, they with the assistance of the Shawnees traveled to and fro over the Kittanning Path, branching off from it through various gaps to the south and falling upon the settlers. They killed and scalped many, took others prisoners, and marched them over the Kittanning Path to Kittanning.

It was over the Kittanning Path that the French and Indians traveled when, on August 1, 1756, they attacked and burned Fort Granville, about one mile west of what is now Lewistown. The garrison was commanded by Lieutenant Edward Armstrong, who was killed in the action. After his death, a man by the name of John Turner, acting on his own initiative, obtained from the besiegers a promise to spare the lives of the inmates of the fort if they surrendered. Turner opened the gates. The enemy entered and took possession. After burning the fort, the French and Indians returned over the Kittanning Path, bringing with them as prisoners twenty-two men, three women and a number of children.

The march to Kittanning was agonizing. The prisoners were horribly whipped when fatigue caused any to lag behind. When the party arrived at Kittanning, John Turner, the man who had opened the gates of the fort to the Indians, was burned to death at the stake.

KITTANNING PATH
on Legislative Route 11041 in East Carroll Township on Tract Owned by The Cambria County Historical Society.

To stop the atrocities committed on the settlers in the Juniata and Cumberland valleys, it was decided by the government of Pennsylvania to send an expedition against Kittanning, the stronghold of the great Delaware war captains, Jacobs and Shingas. Colonel John Armstrong, a brother of the Armstrong who had been killed during the attack on Fort Granville, was chosen because of his well-known military prowess to lead the expedition. Colonel Armstrong collected his forces at Fort Shirley, in what is now Huntingdon County. There were some three hundred officers and men.

They reached Frankstown on the North Branch of the Juniata River on September 2, 1756. Here his little army struck the celebrated Kittanning Path. Since the path was narrow, they marched over it in single file.

Arriving at a spot near Kittanning on the evening of September 7, they disposed their forces for a surprise attack. This they launched at three o'clock the next morning. The town was destroyed. Captain Jacobs was shot and killed. Shingas escaped, to make a reputation for himself later as the greatest Delaware warrior of his day.

Colonel Armstrong loaded his wounded soldiers on some Indian horses he had collected, and returned over the Kittanning Path, camping with his army one night at the "Clear Fields," a mile south of Ashville.

CROSSING CAMBRIA COUNTY FROM ITS SUNRISE TO ITS SUNSET

The Kittanning Path crosses the Blair-Cambria County line on the ridge, on land now owned by Warren Delozier. Extending in a westerly direction, the path crosses Legislative Route 11035 a short distance south of St. Joseph Catholic Cemetery, or approximately three-fourths of a mile south of the Coupon Road.

A few rods south of the St. Joseph Cemetery the path runs in a northwesterly direction down the ridge of the Kittanning Gap over the land of Edward Johnson and Anna H. Stephens to the village of Mark Hannam. Here it connects with Legislative Route 11072, running on and near the highway for about seventy rods to near the concrete bridge on Legislative Route 11072, where the path turns west over the lands of Matt Conrad, Raymond Beisinger, and Robert Adams to Clearfield Creek and the Clear Fields. From near the concrete bridge on Legislative Route 11072, going west over the hill, the Pennsylvania Electric Company's line to the Ashville substation at Clearfield Creek is on and very near the original Kittanning path.

At the Clear Fields, one mile south of Ashville on Traffic Route 53, the path crosses Clearfield Creek at approximately the point (and within the angle) where Beaver Dam Run enters Clearfield Creek. From here it proceeds west on and near an unimproved township road for approximately a mile and a quarter.

The path then bears right on land of Gordon Swanhart; thence, on land and near the residence of Walter Hammond, to the land of Frank Watt. From here it passes over the farm and on the north side of the residence of the Vincent Malloy heirs.

It then proceeds past the residence of Emern Reigh, in the Borough of Chest Springs, crossing Route 406 at its junction with Legislative Route 11041.

From the junction of Route 406 and Legislative Route 11041 for a distance of approximately one and a half miles northwest, the path is on or near Legislative Route 11041. It then bears to the western side of Legislative Route 11041, but parallel with it until the farm of John Kuntzman is reached, where it is found to the west of his residence. Thence it goes down to the bottom of the hill at Eckenrode's Mill, where it again connects with Legislative Route 11041.

The path crosses Chest Creek at the site of the present bridge. About forty rods west of Chest Creek at Eckenrode's Mill is located the tract of land now owned by the Cambria County Historical Society on which the path has been positively identified.

The visible marks of the path here have been pointed out by father to son for several generations. The exact location of this particular part of the path can be seen on the survey dated 21st day of June, 1773, made for Abiah Taylor in pursuance of a warrant dated the 25th day of May in the same year. It is now on file in the Land Office, Department of Internal Affairs, Harrisburg, Pa. A copy of the draft is on file in the rooms of the Cambria County Historical Society at Ebensburg, Pa. It is known that this particular part of the path never had a wheel or plow on it, so that it is in the very form and shape it had when used, worn, and abandoned by the aborigines and Indian traders.

From this tract, which is owned by the society, the path runs north over the fields on the farm of Leonard Yeckley. At the top of the hill it turns northwest to a point where it crosses the western corner of the Gooderham farm.

The path then proceeds along the ridge on the farm of Frederick J. Rosin, Jr., and a short distance down the hill on the Thomas farm, crossing Legislative Route 11048 at its junction with Legislative Route 11075. Legislative Route 11048 is the highway leading from Patton to Carrolltown.

For approximately one mile, that is, to the residence of Michael J. Cisco, Legislative Route 11075 is on the path. From this point the path bears to the north side of Legislative Route 11075 but nearly parallel with it as far as Baker's Crossroads—a place that in pioneer days was known as Buzzard's Town.

From Baker's Crossroads to the place known as Hart's Sleeping Place and a mile beyond it, the present highway, Legislative Route 11049, is practically on the path. It runs over the ridge, keeping a little to the west of the highway, but joining it again a short distance southeast of Fritz's corner, near Hastings.

The present highway follows the path to a short distance west of Fritz's corner. Then the path bears right and runs on and near an unimproved township highway for two miles, when it connects with Legislative Route 11058. From there to Plattsville, Legislative Route 11058 is on the path.

For nearly a mile beyond Plattsville the course of the path is identical with that of an unimproved road past the residence of Ralph Lewis to the two churches at Pleasant Hill, which, in pioneer days, was called Sharon. Here it crosses Legislative Route 11057.

The path then runs in a westerly direction across the lands of Reed Krug, William Shepherd, the heirs of Elijah Baker, and the heirs of Sarah E. Cameron. Then it goes directly west, crossing Route 219 a mile and four-fifths south of the square in Cherry Tree. After fording the Susquehanna River to Salt Spring, it runs over the hill to the Indiana-Cambria line.

ROADS AND HIGHWAYS

The first public highways in what is now Cambria County were waterways. The first of these was the west branch of the Susquehanna River, declared a public highway in all its navigable branches by Sec. 1, Act of March 9, 1771. The next was the Conemaugh River, by Sec. 8, Act of March 29, 1787.

The first public road or highway across Cambria County was the Galbraith Road, authorized by an act of Assembly on March 29, 1787. James Harris, surveyor of Cumberland County, Charles Campbell of Westmoreland County and Solomon Adams of Bedford County, on April 6, 1787, were appointed Commissioners to lay out a road from the Frankstown branch on the Juniata River to the Conemaugh River at the mouth of Black Lick Creek and beyond to the point where the Loyalhanna flows into the Conemaugh River.

On September 25, 1788, the Supreme Executive Council of Pennsylvania contracted with Robert Galbraith, prothonotary of Bedford County, to build a road from Frankstown west.

In the Colonial Records we have Galbraith's field notes. From the field notes it has been determined that the Galbraith Road entered Cambria County a short distance north of the point where the William Penn Highway U. S. Route 22 crosses the mountain at the Blair-Cambria County line. The road was laid out north of Cresson Borough, probably through what is now Sankertown Borough, and proceeded west in a course somewhat north of present Route 22 to the vicinity of Munster. Near Munster the road turned in a southwesterly direction for a distance of approximately two miles and then turned west extending between the present boroughs of Ebensburg and Wilmore. The road turned to the northwest and passed near what is now Mundys corner. From the latter point, the road extended in a westerly direction to the Indiana County line. For some distance to the east of the Indiana County line, the present Route 22 is approximately on the Galbraith Road.

The second road or highway across Cambria County is generally designated the Frankstown Road. This road was laid out pursuant to an authorization to survey a route from the waters of the Allegheny River to those of the Frankstown Branch of the Juniata River. The Frankstown Road entered Cam-

bria County by a route through Poplar Run westward from a point on the Blair-Cambria County line. Legislative Route 11081 across Portage Township and Legislative Route 11019 continuing across Summerhill Township, is the Frankstown Road. It crosses the South Fork of the Conemaugh at Lambs Bridge. From Lambs Bridge the road crosses to Cover Hill and then down to the Conemaugh through what is now Dale Borough. The present Frankstown Road, from Cover Hill down to the head of Main Street, was laid out by Adam Cover when road surveyor of Conemaugh Township.* From Johnstown the road extended through Conemaugh Gap, apparently on the Cramer side of the River.

The next road laid out in what is now Cambria County was the *Beulah Road*, surveyed by order of the Court of Quarter Sessions of Somerset County, June 7, 1798, from the town of Somerset to the town of Beulah, then in Somerset County. The Beulah Road extended south from the town of Beulah across the present Route 22 at a point west of the Cambria County Children's Home. It continued to Summerhill by approximately the present route of the Ebensburg-Summerhill Road. The road crossed the Conemaugh at a point near Summerhill and continued to a point south of Summerhill to the Frankstown Road. The Beulah Road followed the Frankstown Road to Cover Hill, from where it followed a gully to a point where the American House is presently located at the foot of Church Street.*

Present Levergood Street in Johnstown is the line of the road to the Stonycreek. The Beulah ford of the Stonycreek can be seen on Vine Street near the Franklin Street Bridge. Somerset Street in Johnstown is the line of the road. The Beulah Road followed the Stonycreek to the Somerset County line.

After the organization of Cambria County, the first Court met at the County Seat on November 7, 1807. The first Act of the first Court was the appointment of viewers to lay out a road from the town of *Ebensburg to Thomas Croyle's Mill* on the little Conemaugh in the present town of Summerhill. The viewers met and returned to the March sessions 1808 which was conformed and the road opened soon afterwards.

The Croyles Mill Road started on Center Street opposite the Court House in Ebensburg. It continued in a southerly direction and turned in a southwesterly direction and joined the Beulah Road with which it formed the first direct route from Ebensburg to Johnstown.

On March 4, 1807, an Act of the Legislature, later supplemented, authorized the construction of the *Huntingdon, Cambria and Indiana Turnpike*. A supplement to the original Act on February 24, 1814,

directed that the turnpike should be laid out from the house of John Blair on the east side of the Allegheny Mountain by the best and nearest route through Munster and Ebensburg to the west side of Laurel Hill. This road, completed in 1820, by-passed Beulah and was in part responsible for the decline of that town. Later known as the Philadelphia and Pittsburgh Turnpike, this road is presently the William Penn Highway, U. S. Route 22, across Cambria County.

About the year 1826 a road was constructed from *Ebensburg to Philipsburg* in Centre County, the line of which is approximately the road from Ebensburg to Loretto to Chest Springs and thence north to the County line.

*From the Writings of John McCormick.

THE ALLEGHENY PORTAGE RAILROAD

BY DR. CATHERINE E. REISER

The Allegheny Portage Railroad, a part of the Pennsylvania State System, is all but forgotten today except in the minds of a few historians. Yet, when the Portage Railroad went into operation in 1834, it attracted world-wide attention to the "boldness of its design and difficulty of execution." The railroad was considered a marvel of engineering ingenuity, despite the slow, laborious work of the primitive steam engines hauling freight and passengers over the mountains at from five to ten miles an hour. Well-known Americans such as Henry Clay and Presidents William Henry Harrison and Zachary Taylor, as well as visiting Europeans, including Charles Dickens, travelled over the Pennsylvania State System and were thrilled by the Allegheny Portage Railroad. Charles Dickens, while touring the United States in 1842 described the trip across the mountain to Johnstown.

The Pennsylvania State System was Philadelphia's answer to New York's Erie Canal and Baltimore's almost toll free National Road. Westward expansion had reached the Mississippi Valley by 1825, and the big commercial cities of the East were competing with each other for control of the rapidly increasing western trade. As canals were considered the last word in modern transportation, the Pennsylvania Assembly had created a Board of Canal Commissioners to draw up a route for a state-wide canal system extending from Philadelphia to Pittsburgh. The Board, finally forced to conclude that an all-water route was impossible, adopted a modified plan: a railroad from Philadelphia to Columbia, a distance of eighty-one miles; a canal from Columbia to Hollidaysburg, one hundred and seventy-three miles; the Allegheny Portage Railroad, from Hollidaysburg to Johnstown,

thirty-six miles; a canal from Johnstown to Pittsburgh, one hundred and three miles.

Ground was broken on July 4, 1826, and contracts were let on various divisions, with work progressing from both ends simultaneously. The canals were finished before the railroad sections, and parts of the System went into operation as early as 1829. The Main Line was completely and officially opened in 1834, having required nine years of labor, and having cost the Commonwealth twelve and a quarter million dollars.

As an engineering feat, the Pennsylvania State System was at that time an unexcelled heroic attempt to overcome physical difficulties. The total distance was 395 miles and the highest point above mean-tide was 2,326 feet. The most spectacular feature of the System was the Portage Railroad. The Portage, as Dickens described it, had a double-track with five inclined planes on each side of the mountain. The cars were drawn up and lowered down the inclined planes on hempen rope cables operated by little stationary engines.

Between the planes were levels of varying lengths where cars were drawn by either horses or locomotives. The total length of the ten inclined planes was 4.38 miles, overcoming 2,007 feet of elevation, while the eleven connecting levels, aggregating 31.16 miles, covered another 564 feet of elevation. The inclined planes on the east slope were much longer and steeper than those on the west side.

The original rails on the Allegheny Portage consisted of oak or pine stringers, measuring six by eight inches, capped by iron strips and mounted on stone blocks which were spaced at five feet intervals. Because frost and snow spread the rails during the winter, cross ties were added to prevent this difficulty. Also during the first year, the State supplied the motive power only on the inclined planes, while private companies supplied teams of horses for hauling the cars on the levels. This proved to be too confusing and the Canal Commissioners in 1835 decided to replace horsepower with locomotives.

The rolling stock of the railroad consisted of both freight and passenger cars. The freight cars had a maximum capacity of about seven thousand pounds, while the little passenger cars carried a maximum of eleven passengers.

The Canal Commissioners, who were charged with the management of the Allegheny Portage Railroad, were plagued with problems both financial and technical. One of the worst annoyances was the problem of transshipment from water to rail facilities. After years of dreaming of carrying boats over the mountain, John Daugherty finally invented the section boat,

which allowed the boats to be divided into three parts later, as boats were made larger, into four parts, placed on tracks at the wharves, and hauled over the railroads without disturbing the cargo.

An individual who owned one of these boats could, after 1837, carry his merchandise from Pittsburgh to Philadelphia without the cost and delay of transshipment. Cables were also an expensive item, costing about three thousand dollars each and requiring replacement every three years. At first, bare hempen cables made of Italian and Russian hemp were used. Then in 1840 the huge six to eight-inch cables were coated with tar, which prolonged their use.

Wire cables, introduced by John A. Roebling in 1843, were finally adapted on the planes in 1849. The Canal Commissioners made improvements constantly and expanded facilities regularly on the Allegheny Portage Railroad, as well as on all parts of the State System. They tried every known method, except to remove the mountains, to induce trade to use the Pennsylvania route. Much traffic was carried over the State System and from a study of the *Annual Reports* one would expect the enterprise to be a great success. The Pennsylvania System made money, in fact, a great deal of money, but more money was spent on enlargements, improvements and upkeep. Thus the System was never a financial success.

One of the major expenses was the use of the inclined planes on the Portage Railroad. As many as 33 changes of power were necessary to move a train over the 36 miles from Johnstown to Hollidaysburg. In May 1850, the Pennsylvania Assembly passed an Act for the construction of a New Portage without inclined planes and by January, 1853, three of the 10 planes had been eliminated.

Meanwhile, technological improvements were being made in railroading, and the privately owned and operated Pennsylvania Railroad, growing in size and importance, began to offer competition to the State System. In 1853, the Mountain Division of the Pennsylvania line between Johnstown and Altoona was completed, using a summit tunnel instead of including an inclined plane. The Portage now lost its monopoly in the transportation business. The New Portage, however, was pushed to completion at a cost to the Commonwealth of $2,143,355.

Public opinion began to clamor for the State to sell its line and on June 15, 1857, the System was sold at public auction to the Pennsylvania Railroad Company for seven and one-half million dollars. After three months of operation, the Portage Railroad, with the rest of the Public works, was closed and abandoned. The Portage Railroad, after only 23 years of service, was a victim of progress.

The State System of Public Works had outlived its usefulness because of the rapid growth of trade and invention. Although having cost the State about 40 million dollars, the Pennsylvania State System was a step in the development of transportation, expensive and intricate, it is true, but still a positive benefit to the industrial and commercial development of Pennsylvania. Even if the ledgers did not balance, the indirect results were permanent and rewarding. Under the fostering care of the Commonwealth, the pioneering stage of railroading had been passed and the "Iron Horses" were by 1855 the most efficient method of transportation.

Today, parts of the Pennsylvania Railroad lines still run along the original road of the Portage and of the Philadelphia and Columbia, although not so much of the original line is easily recognized by the casual traveller.

Two relics have survived a century of neglect, one being the Staple Bend Tunnel and the other the Skew Arch Bridge. The Staple Bend Tunnel, located four miles east of Johnstown, was the first railroad tunnel built in America, at a cost of $37,500. It was 901 feet long, 20 feet wide and 19 feet high. Abandoned in 1852, its entrance is marked today only by a monument.

The Skew Arch Bridge was built in 1832-33 to carry the Huntingdon-Blairsville Turnpike traffic over inclined plane Number 6 of the Allegheny Portage Railroad. The stones of the bridge were laid in a diagonal direction without mortar and firmly held in position by keystones. The Skew Arch Bridge is in an almost perfect state of preservation, having been in use as a highway link until 1922. It stands a few feet away from the William Penn Highway, just east of Cresson.

STEAM RAILROADS

The Pennsylvania Railroad was born in 1846 in the midst of great competition with the Baltimore & Ohio which was completed to Harpers Ferry in 1834. Pittsburgh was the prize and it was determined that valuable traffic from the west to Pittsburgh should not be lost. The new railroad was completed to the old Portage Railroad at Hollidaysburg on September 16, 1850, and a connection was made with the Portage in October of that year. In December 1852 construction was completed to such an extent that there was opened for the first time in connection with the Portage Railroad a through rail route from Philadelphia to Pittsburgh.

Concerning the new railroad in Cambria County, the most important feature was the construction of the tunnel through the mountain near the eastern boundary of the County. Contracts were let in 1851 for opening the eastern approach to the tunnel and for sinking two intermediate shafts for expediting the work. By the end of 1853 the completion of the tunnel was in sight. A locomotive passed through before the end of the year but the line was not opened for regular traffic until February 15, 1854. To some extent the new railroad was a competitor of the canal but the canal was poor competition for through business and in 1863 the canal from Johnstown to Blairsville was abandoned.

The "Ebensburg and Cresson Railroad Company" was incorporated by local people on May 5, 1859, to build a railroad between the points named. Construction was probably begun in the same year and was completed in July, 1862, for its entire length of 11 miles. This railroad line is unique in that from Cresson to Winterset Station, an elevation of 1,890 feet, the railroad crosses the divide 19 times and it is so exactly on the divide at 6 points that the drainage from the northern side of the line flows into Chesapeake Bay and from the south side the water flows into the Gulf of Mexico.

The Ebensburg and Cresson Branch was never a profitable road and on May 8, 1891, it was sold by the sheriff to Mr. George Kuger of Philadelphia. Control passed to the Pennsylvania Railroad Company and in April, 1892, a corps of PRR engineers arrived at Ebensburg to survey a continuance of the branch down Black Lick Creek.

It was about this time that the coal mines were opening throughout the County and the need arose for transportation to the eastern markets. The Cresson, Clearfield County & New York Short Route Rail Road, later the Cresson and Irvona Branch of the PRR, was completed in January, 1886. In July, 1891, railroad grading was proceeding northward from Kaylor Station, later Ebensburg Junction. The first train passed through the tunnel at Carrolltown in August, 1892.

In February, 1893, Mr. Charles McFadden was awarded the contract to build the extension from Ebensburg to Vintondale. In January, 1895, Ebensburgers were gratified by seeing the first regular freight train of twenty cars of coal pass over the Branch from Vintondale to Cresson. In September, 1893, the PRR completed the line between Patton and Mahaffey.

Between 1854 and 1879 the Pennsylvania Railroad Company had a monopoly of the large freight business of Cambria Iron Company.

In 1879 the *Baltimore and Ohio Railroad* began the construction of an extension of their line to Johns-

---

*From the Writings of John McCormick.

town from Rockwood. This extension, thirty-seven miles in length, was placed in service in the spring of 1881. The completion of the B & O into Johnstown was the occasion of a celebration in Johnstown on November 2, 1881.

The B & O played an important part in the relief of the flood sufferers following the catastrophe on May 31, 1889. Passenger service to Johnstown was discontinued in 1932.

The *Blacklick and Yellow Creek Railroad* was incorporated June 14, 1904, to move lumber cut by the Vinton Lumber Company. It operated from Rexis, near Vintondale. In 1910 the railroad was acquired by the Weaver and Coleman interests and the name was changed to *Cambria and Indiana Railroad Company.* After acquisition of the railroad by the Weaver and Coleman interests, the road was extended to Colver and to Pine Flats by way of Williams' Summit. Pine Flats (name changed to Manver) was the station on the Highland Branch of the Cherrytree and Dixonville Railroad controlled by both the PRR and the New York Central. This railroad permitted the output of coal from Colver and surrounding area to move to the PRR tracks at Rexis and to the New York Central tracks from Manver. The railroad was later extended to Nanty Glo and Revloc. In March 1917 coal was shipped from Nanty Glo over the Cambria and Indiana Railroad to Manver. The mainline of the C & I was of a total of 37.5 miles.

INTER-URBAN RAILWAYS

The *Southern Cambria Railway Company* was originally incorporated as the Johnstown Terminal Railway Company. By this means it was planned to provide inter-urban service north through Ebensburg to Carrolltown to connect with the Northern Cambria Railway. It was also planned to build a spur to Nanty Glo and on to Twin Rocks and Vintondale.

The line from Johnstown to South Fork was the first section built. It was completed in 1909 and began operation in 1910. The next extension was to Ebensburg to which point the first through car was run on January 23, 1912.

The next section constructed was the branch from the Ebensburg line into Nanty Glo, September 21, 1914. The extension to Vintondale and the connecting link with the Northern Cambria line were never constructed.

The Southern Cambria was a 1200 volt D.C. trolley line with the powerhouse and car barns at Brookdale, near the point where the Ebensburg line branched from the South Fork track. The coal used to produce electricity was brought directly to the

powerhouse from a mine adjacent to the building.

Terminals at South Fork, Ebensburg, Nanty Glo and Johnstown were in the streets.

The road, built along the sides of mountains, was beset with difficulties from its very beginning. The track was an almost unending string of curves.

On August 12, 1916 a serious accident occurred near Brookdale when two trolley cars collided, resulting in the deaths of twenty-eight.

On account of the loss of passenger business, the increased use of automobiles and modern highways, service was discontinued on the entire Southern Cambria system on February 17, 1928.

The *Northern Cambria Street Railway Company* operated a trolley line between Barnesboro and Patton, starting in 1906. The first car making an official run appeared in Barnesboro on February 5, 1906. The road was subsequently extended to Carrolltown.

With the increase in the use of automobiles and the completion of the highway between Barnesboro and Carrolltown, the revenues declined to a point where the operation was no longer profitable.

Service was suspended on July 31, 1926.

AIR SERVICE

Air transportation facilities are afforded at Johnstown-Cambria County Airport in Richland Township. *Trans World Airlines* began passenger flights to and from the 326-½ acre field September 26, 1948. However, TWA discontinued service July 7, 1949. Meanwhile, All American Airways—later renamed *Allegheny Airlines Inc.*—entered the picture March 28, 1949. It has operated without interruption since then. Allegheny presently offers 13 flights daily from the city-county port.

The municipal field, which was dedicated formally in 1948, is the successor to the airport operated from 1929 to 1939 by Air Services Inc. The latter field was located between the Edwards Hill Road, now known as Goucher Street, and the Sunnehanna golf course in Westmont. However, airliner service never was provided there.

Cambria County also has several small airports which are used exclusively by private flyers.

THE COAL INDUSTRY IN CAMBRIA COUNTY

BY JEROME C. WHITE AND SAMUEL LAW

The history of Cambria County would be incomplete if the coal industry were not accorded a prominent place. The pioneer coal miner must stand beside the pioneer farmer and the millworker as those who helped to make the county great.

Pennsylvania has been one of the national leaders in bituminous coal production since the first mines were opened, and Cambria County has always been a leader in the state. The flow of coal has been the life blood of communities scattered along the Conemaugh River, along the South Fork of the Conemaugh, along the West Branch of the Susquehanna, along the Blacklick Creek and even in the higher land of the county.

The county has been one of Pennsylvania's important industrial centers for more than a hundred years. Johnstown, the county's largest city, became an important steel center because of the early discovery of a bed of iron ore and because of the proximity of good coking coal. Although iron mines have long since ceased to be a factor, steel-making capacity has steadily increased, partially due to the quantity and quality of the coal which has been readily available.

Beneath the surface of Cambria County lie several beds or seams of valuable low-volatile coal, generally suitable for metallurgical purposes. Every seam of importance has been mined at some time and at some place in the county. Many millions of tons of coal from these seams have gone to heat the homes and factories of the nation; to make coke for its steel mills; to provide steam for its railroads and power plants; and to be the source of innumerable useful by-products such as tars, chemicals and medicine. Millions of tons of that valuable coal remain to assure a stable future.

The uppermost coal seam of any importance in the earth's strata of Cambria County is the Gallitzin which was named for the locality in which it was most important. In places the coal has a thickness of four feet but generally has been found to be only a few inches. This seam was one of the first to be worked in the county. Approximately 100 feet lower than the Gallitzin seam will be found the Upper Freeport "E" or Lemon seam, with a thickness of about three feet; but, in some locations this seam thins to a mere trace. This seam, because of its outcrops along the hillsides, of nearly every mining area was possibly the first one to be used extensively for domestic fuel and steam.

The second seam of any importance in the county is the Lower Freeport or "D." It is found near Barnesboro, Beaverdale, Lilly, Portage and many other smaller communities. The distance between the Upper and Lower Freeport seams averages about 45 feet although at places the two seams come together, the most notable instance is in the Beaver Run Coal Company mine near Beaverdale. The normal seam thickness ranges between three and four feet.

Nearly 50 feet lower in the strata than the Lower Freeport lies the Upper Kittanning or C Prime seam which at some places reaches a thickness of five feet. Mining is generally confined to the Johnstown, Patton, Puritan and South Fork areas.

The Lower Kittanning often called the "Miller" or "B" seam of coal, which averages 40 inches in thickness, is now the most important seam in the area as to quantity and quality. It has been worked in nearly every mining section in the county. This low-volatile coal is in great demand for metallurgical purposes, and also commands a good market as a steam coal for manufacturing and power plants. Two other seams of coal, the Clarion and Brookville, lie below the "B" seam, but, as yet, have proved of little economic value.

No exact records have been kept of the early mines but some evidence has been found from a warrant of William Barr tract, near what is now Moxham, that a coal mine was opened along Stony Creek prior to 1769. Two brothers, Matthew and Michael Myers, are known to have opened a coal mine west of the town of Lilly in 1825; this was probably the first commercially operated mine in the county. Since it was operated before the opening of the Old Portage Railroad, the coal was transported across the mountains by pack horse to the Juniata valley for use as smithing coal by blacksmiths. Some time before July 3, 1839, Charles Murray had a coal mine operating on the Samuel Singer tract in the neighborhood of Vinco. In 1840, thirty-five miners were reported as working in Washington Township, three in Conemaugh Township, and three in Johnstown, making a total of forty-one miners working in the county at that date.

On April 3, 1843, the Court of Common Pleas of Cambria County approved the proceedings of William Rodgers to condemn a strip of land leading from his coal mine, then on the land of John Farren near Lilly to the Portage Railroad. At about the same time Samuel Lemon opened a mine west of the Summit in the "E" seam which was named for him locally. Near this time at the foot of Plane No. 5 at a place known as Sulphur Springs, Matthew Adams opened a mine into the Lemon seam. One-half miles to the

west on the curve of the Old Portage Railroad a shallow shaft was sunk to the Lemon seam. This may have been the Bingham Shaft. In 1853 possibly the largest mine in Cambria County was the Rhey Furnace Mine located near the present Pennsylvania Railroad station in Johnstown.

In 1856 the Rolling Mill Mine of the Cambria Iron Company was opened in the C Prime seam and before it was closed in 1931, 22,388,036 tons of coal were mined. This mine became known for its many firsts. The first by-product coke used in blast furnace smelting was produced here. Possibly the first permissible blasting in the country was in this mine in 1894. In 1885 the Rolling Mill Mine was the only area mine using a ventilating fan. In 1897 the first compressed air coal punchers were installed.

The South Fork area was first developed by J. C. Stineman, George B. Stineman, Samuel Paul and R. J. Hughes some time between 1867 and 1869. These men organized the South Fork Coal and Iron Company and a slope mine was driven into the "Miller" or "B" seam of coal.

The late Judge Dean, who was once president judge of the Cambria County Courts, became one of the pioneers of coal mining in the northern part of the county. In 1892 he purchased coal lands along Clearfield Creek and built the Cresson, Clearfield County and New York Short Route Railroad which was chartered December 19, 1882, to extend from Cresson to Irvona. It was completed to Fallen Timber November 17, 1885.

In 1887 the late Governor Hastings, ex-Governor Beaver, J. L. Spangler and others began to develop the coal in the Hastings area along Chest Creek. The Blubaker Coal Company was chartered November 11th with a capital of $500,000. Two hundred and fifty lots were sold in the town of Spangler on June 15, 1892, and the first coal was shipped from there by the Cambria Coal Company on December 24th of that same year. In 1889, Thomas Barnes started buying coal lands in the area which was to be known later as Barnesboro. The town of Patton was laid out in 1892.

Beside the early mines mentioned above, others were among the first in the development along the main line of the Pennsylvania Railroad. The Aurora Mine was opened on the north bank of the Conemaugh River by Luke and Heist in the fall of 1880. The first C. A. Hughes and Company mines were opened into the "B" seam around Lilly and Cassandra in 1880. The Galitzin Shaft was sunk into the "E" seam in March of 1882. The Sonman Drift No. 2 was opened in the "E" seam in 1883. The first Sonman Shaft was sunk to the "B" seam in 1884 by the Cam-

bria Mining and Manufacturing Company on land deeded to Arare Sonman by his friend William Penn. The first mine on Trout Run, generally known first as Martins Branch and later as the Puritan Branch, was opened in the "E" seam by Toole and Symindger in 1885.

The late James J. Prendiener and Judge M. W. Keim, were pioneers in acquiring coal lands in the South Fork Branch area. In 1887 they purchased coal acreage at prices ranging from $7 to $10 per acre. The railroad serving the mines in this area was laid through the breach in the breast of the ill-fated South Fork Dam at St. Michael. About 1891 mine openings were made in Dunlo and Lloydell. The principal mines at that time were the Yellow Run Shaft of the Mountain Coal Company and the Henrietta Mines of the Henrietta Coal Mining Company near Llanfair in the "B" seam. In the late nineties the Logan Coal Company opened its No. 1 Slope Mine at about the same time at Dunlo; Alton Coal Company opened a drift into the "B" seam and the Lloydell Coal Company, an affiliate of the Mountain Coal Company, opened a mine into the "E" seam. Later the Logan Coal Company opened its No. 2 Mine and the Webster Coal Company sunk a shaft into the "B" seam at Beaverdale. This mine was later known as the No. 15 Mine of the Pennsylvania Coal and Coke Corporation.

Vinton Collieries began opening coal mines along Blacklick Creek at Vintondale in 1889. In addition to their coal mines they built two experimental coke ovens. The experiment was successful and from this small start Vintondale became an important producer of beehive coke in those early days. Clarence Claghorn was one of the early managers of the Delano interests who originally opened Vintondale. He introduced the longwall mining system, then a novelty in bituminous coal mining methods in eastern United States. He installed the first conveyor mining system to longwall mining. Although the longwall mining system with its conveyors was abandoned at Vintondale, the British mining industry adopted the conveyor idea and used them along their mining faces for many years after.

Charles McFadden drove a tunnel in Ferguson Hill near Twin Rocks for the purpose of opening a mine in 1892. Both the Commercial Coal Mining Company and the Big Bend Coal Company were shipping coal before 1900. Former Judge Barker was a pioneer in the Nanty Glo district, opening mines there in 1892. The Nanty Glo Coal Mining Company, the predecessor company to what is now Bethlehem Mine No. 31, the Webster No. 14 Mine, the Lincoln Mine among others were the early mines in this district. Thomas Estep of Harrisburg opened the

Ivory Hill Coal Company at Nanty-Glo in the early nineties and was shipping coal in 1894.

Although Thomas Barnes purchased coal lands in Cambria County in 1889, operations did not begin until 1903 at Gardners Run in Susquehanna Township. The company soon became one of the largest producers in the county. Always progressive, the company was the first in the county to install an air cleaning plant in coal preparation. They were also the leader in the use of belt conveyors in butt entries for transportation of coal from shuttle cars to mine cars on the main headings. Their mines have been in the forefront in the use of machinery for the cutting and transportation of coal. Lancashire Mine No. 15 and No. 20 at Bakerton are completely mechanized. In the later years the company has been in the capable hands of Richard Todhunter, Sr., and his son, Richard Todhunter, Jr.

The Cambria Iron Company and its successors— Cambria Steel Company, Midvale Steel & Ordnance Company and Bethlehem Mines Corporation—have operated mines continuously for more than 100 years. Besides the Rhey Furnace Mine, opened in 1853, and the Rolling Mill Mine opened in 1856, two other mines were opened near that time. One was the Old Coke Yard Mine in the "E" seam and another mine which was opened into the C Prime seam. At present five mines of this company operate in the county: three in the Johnstown Division and two in the Cambria Division. Franklin, No. 72, Franklin No. 73, and Franklin No. 74 were opened near the turn of the century. Mine No. 31 at Nanty Glo was opened in 1915 and Mine No. 32 at Revloc was opened in 1916. Both these mines comprising the Cambria Division were acquired from J. H. Weaver & Company in 1948.

Bethlehem mines have been noted for their safety program. Every year hundreds of their miners are trained in first aid. Their mines have been under the leadership of such men as H. J. Meehan, T. R. Johns, K. M. Quickel and, at present, T. J. Crocker. Present division superintendents are: Cambria Division, J. C. White; Johnstown Division, R. H. Ross.

In 1909 J. H. Weaver, a coal broker of Williamsport, combined interests with B. Dawson Coleman of Lebanon, Pa., to acquire mining operations and coal lands in the county. Late in 1910 work was started on an opening into the "B" seam at Colver and the first coal was shipped from there about October 1, 1911.

The Colver Mine from its very beginning has been the largest producer of coal from a single mine in the county. In 1914 only three years after its opening this mine was averaging 3,490 tons per day. The present output averages 5,300 tons daily of mechanically mined and cleaned coal. About 40 million tons of coal have been mined from 1911 to the present.

A belt conveyor system for transportation of coal from inside the mine to the tipple, a modern cleaning plant and three elevator-type man hoisting cages are main features helping to keep this mine among the most modern of mines.

The names of J. Edgar Long, E. R. Saxman, T. R. Johns, David Flemming and his son, Robert M. Flemming, and T. L. Aitken are recognized as prominent in the life of this mine. C. E. Sharpless was connected with this company as mining engineer and consultant until his death in 1934.

In February, 1912, Andrew B. Crichton, a civil and mining engineer, and John E. Evans, who later became President Judge of Cambria County Courts, acquired the coal properties and real estate holdings of J. C. Martin. At that time they organized the Cambria County Coal Company as a leasing company of those properties. The Beachley Coal Company was the predecessor of the Johnstown Coal & Coke Company. This company began operations on Martins Branch in 1916. The Johnstown Coal & Coke Company was organized as a sales company in 1917. The Cambria County holdings grew with the acquisitions of the Logan Coal Company and other interests of William J. Faux in 1940 and of the Beaver Run Mine of the Cortright Coal Company in 1952, all in the vicinity of Beaverdale.

This company was successful in the use of conveyor mining with hand loaders. Their mines were the first in the county to use the Piggy-Back bridging system of mining with mobile loading in 1952.

The success story of Andrew B. Crichton and his brothers, Harry, John, Walter and William Jr., is the story of the Johnstown Coal & Coke. "Andy" Crichton served as president of the company continuously from its organization until his death in 1952. Harry A. Crichton is now president of the company. W. D. Hughes and Mrs. Martha Custer Curry have served with Mr. Crichton and the company for more than 40 years. Ben Auld has been connected with Mr. Crichton for more than 30 years; his father, John, was a leading mining official for a number of years at Portage.

Although the Logan Coal Company was acquired by the Johnstown Coal & Coke Company in 1940 it was for many years outstanding in modern mining and in coal production. The Logan No. 1 Mine was opened at Dunlo in the late nineties and the Logan No. 2 was opened in Beaverdale in 1900. The Logan No. 8 was opened at Ruthford in 1918.

The introduction of small room hoists for handling mine cars to the working faces in about 1916 was an early start in the elimination of the mule, and at pushing by the miner. Where the miner pushed his own car, he got a little extra pay. In 1923 a Goodman entry loader was installed in their No. 6½ to be used in extracting pillars. Shortly after a German built Eichoff shaker conveyor was installed in their No. 8 Mine. These are believed to be two firsts in the county.

In its more than 40 years of operation three general superintendents served the company. They were Irvin A. Boucher, Arthur Appleyard and J. W. (Johnny) Harrison.

The Ehrenfeld No. 3 Mine of the Pennsylvania Coal & Coke Corporation is one of the oldest mines in the county still in operation. It was opened on May 3, 1883.

The parent company was organized in 1902 by T. H. Watkins who combined the interests of the Webster Coal and Coke Company, Mitchell and Associates and the Berwinds into the Pennsylvania Coal & Coke Company. In 1906 all the company's properties were leased to the Pennsylvania Beech Creek and Eastern Coal Company which became a casualty of the 1907 panic. On August 15, 1908, T. H. Watkins was named receiver of the company until 1911 when the present Pennsylvania Coal & Coke Corporation was organized with Mr. Watkins as president.

In 1912, its first full year as a corporation, 3,394,-393 tons of coal were produced from some 30 mines. During 1953 with four mines in operation in the county the total production was 577,413 tons.

This organization has been a leader in adapting machinery for handling coal. In the early 1920's, they made extensive experiments in the use of conveyors with V-type mining. Later the conveyor was converted to the room and pillar system with hand loaders and was used continually until the advent of mobile loading. Two of their mines, the No. 8 at Ehrenfeld and the Marstellar Mine are completely mechanized.

Along side of T. H. Watkins, the names well known in the county mining circles as connected with this organization are W. B. Alexander, R. D. Mainwaring, Allen Somerville, George Nicholson, in the early days, Alfred Hunt, Alex Jack, Harry Hassler and Vince Moyer in the more recent years.

Around 1880 C. A. Hughes, William Holman and Dr. Henry Evans, all of Altoona, organized the Lilly Coal Company and the mine now known as Lilly No. 3 Mine which is still in operation. In 1886 Mr.

Hughes and T. S. Shoemaker organized the Seaman Shaft Coal Company and opened a mine at Beavercreek which later became known as the Hughes No. 2 Mine of the C. A. Hughes and Company. This mine has operated continuously since that time. The general office is located in Cresson. Ralph H. Moore is president of the Company. Ira Bradley and Al Wagner have seen long service with the organization.

The J. H. Weaver and Company organization came into Cambria County in the fall of 1909 when J. H. Weaver and B. Davison Coleman acquired the Nanty-Glo Coal Mining Company, and Bert Christian was named superintendent. The next year Nanty Glo Mine No. 2 near Bakerton was purchased and John Kline was named foreman. The slope opening for the Nanty-Glo Mine No. 3 (later the Heisley Coal Company) was started in 1915. J. W. Harrison was the first superintendent. The Monroe Coal Mining Company broke ground for the shaft at Revloc in 1916 and shipped the first coal in March, 1918. A. E. Roberts was the first superintendent of the mine. In 1922 the Coleman and Weaver partnership was dissolved with the J. H. Weaver and Company taking the Heisley Coal Company and Monroe Coal Mining; the Coleman interests got the Ebensburg Coal Company.

In 1942 the company was reorganized as the J. H. Weaver Company with L. G. Ball, C. E. Cowan and C. M. Johnson holding controlling interests. In 1948 the J. H. Weaver Company was acquired by Bethlehem Steel Company.

The Sterling Coal Company was incorporated January 30, 1889, and has been one of the most important mining organizations ever since. The first president was General Daniel H. Hastings, who later became governor of Pennsylvania. Two of the directors at that time were Col. John S. Spangler for whom the town of Spangler was named, and General Beaver, who also served as governor of the state. At one time this company operated seven mines in the Bakerton area but today only mines No. 1 and No. 6 are working. They also operated mines in Nanty Glo and Barnesboro.

The company has been progressive; they installed Goodman mining machines as early as 1911. They have followed the trend to mechanical loading. Recently they expended a half-million dollars on improvements including locomotives, mine cars, an Aerodyne fan, bathhouses and modern portal facilities for handling miners into and out of the mine.

Officials in charge of operations as general superintendents have been John B. Reed, Patrick Quinn, John F. Foreman, William Lamont and Charles Hannegan. Dennis J. Keenan is the present general superintendent.

Rembrandt Peale was one of the pioneer operators in the North Cambria field. Peale, Peacock & Kerr, Inc. is the sales agent for the following companies which operate mines in Cambria County. The Carrolltown Coal Company started operations near Carrolltown in 1901 and the Cherry Tree Coal Company started operations at Emeigh Run in 1906. The mines operated by these companies were generally known as the Victor Mines. The Springfield Coal Corporation started operations at Nanty Glo in 1917 and is now operating its No. 4 Mine at Spangler. The company offices are at St. Benedict, near Spangler.

During 1918 the company experimented with a low - vein caterpillar mounted loading machine equipped with remote control for mechanically loading coal into a conveyor or a skip. Mechanical difficulty led to the abandonment of this very early type mobile loading machine.

The Springfield No. 4 Mine uses conveyor mining extensively. The Cambria Clearfield Mining Company is using Clarkson loading machines loading into drop bottom cars which have a track gauge of 4 feet $8\frac{1}{2}$ inches, which is unique in this mining area.

The original officials included Rembrandt Peale, president; W. B. Oakes, treasurer; A. Dunsmore, general superintendent, and G. E. Metzger, purchasing agent.

The present organization in charge of operations is T. L. Stafford, general superintendent; R. W. Scollon, preparations engineer; John Emerick Jr., office manager, and Clay J. Sharbaugh, purchasing agent. Richard "Dick" Peale is at the head of the Peale organization.

During recent stripping operations near Carrolltown an old mine reported to have been operated by the Benedictine Monks to heat the monastery was uncovered. The mine had an arched roof. The monks are reported to have used candles to light their mining operations and to have carried the coal from the mine in baskets.

Although the Berwind-White Coal Mining Company is generally considered a Somerset County organization it has long been one of the largest producers of coal in Cambria County, ranking second to the Bethlehem Mines in 1952. The first Berwind mines in the area were opened in 1897 (and new mines were opened in many Somerset and Cambria counties). The Maryland Mine No. 1 opened in 1908 at St. Michael, had the deepest shaft in a bituminous mine in Pennsylvania. The Maryland No. 2 shaft opened during World War II at Wilmore is now the deepest in Pennsylvania. This mine is one of the latest and most modern mines in the district. James Keenan

sponsored a longwall mining system at St. Michael Shaft sometime before 1918.

J. S. Cunningham, who started buying coal lands for the Berwinds, became superintendent in 1898 of all the mines in the Windber area. Others who were then prominent around their mines were Dan A. Thomas, John Lochrie, John N. Garrett, S. H. Jenks, W. A. Criste and C. E. Sharpless. The general superintendent of their mines now is John M. Kerr.

The Stineman Coal and Coke Company organized in 1869 is the oldest company in the county operating continuously under the same name. J. C. Stineman, the founder of the company, later became a state senator as did his son, W. I. Stineman, who succeeded him as the head of the company. George T. Gardner is now general superintendent. The Stineman Coal and Coke Company operated mines No. 2 and No. 4. The Stineman Coal Mining Company operated Mine No. 1, Oliver Stineman operated Mines No. 3 and No. $3\frac{1}{2}$. Harvey C. Stineman operated Mines No. 5 and No. 6.

Many other mines and many other companies doubtless deserve a place in written history as they have had their place in the actual making of Cambria County's history. They number into the hundreds and each had some place. There also have been many thousands of men who have contributed to the coal industry's place at the top of the county's industrial picture but space limits the number which can be listed here.

The advance in mining techniques has followed the general trend of industrial progress; at first rather slowly and later by great strides. The early miner in the county had to lay upon his side and undercut coal with a pick; later he used black powder to prepare to blast out the coal. After the coal was shot he would shovel it into mine cars which he generally handled himself, or with his "buddy," over wooden rails.

The technique of cutting coal mechanically advanced through successive stages to the various types of continuous mining machines which today combine the separate cycles of cutting, drilling, loading and blasting.

As the earlier mines were extended deeper and deeper into the hillsides more permanent track than that of wood became necessary and a better means of locomotion than manual labor had to be employed. Steam locomotives were used on main haulage in the Rolling Mill Mine as early as 1881. The changes in transportation were rapid after electricity began to displace steam. As mechanical loading progressed the size of the car increased until the average capacity in the low-seam mines of Cambria County is three

tons. Some mines have cars of ten ton capacity; two mines in the county use drop bottom cars.

When the electrically-driven, rubber-tired shuttle car appeared in the county in 1939, the greatest stride was made toward complete mechanization of mines in Cambria County.

About 1939 the combination of the mobile-type loading machine and the shuttle car proved an economical type of mechanical loading unit. Mechanical mining techniques have steadily improved and in 1949 the first successful continuous miner was installed in Barnes and Tucker's Lancashire No. 15 Mine. This machine combined the complete mining and loading operations with a shearing type mining head. But "Dick" Todhunter, Sr., had previously tried a continuous mining machine in the late 1920's. In November, 1950, a continuous mining machine with a rotary (or boring) type cutting head started mining in Mine No. 31 of Bethlehem Mines.

The system of longwall mining in which hand loaders shoveled coal on to conveyors was first tried at Vintondale in 1901 and was later abandoned. Longwall mining was apparently successful at the Maryland Shaft Mine of the Berwind-White Coal Mining Company but it too was abandoned. In 1951, the Barnes and Tucker Coal Company began preparations for longwall operations with machinery loading on to conveyors. The continuous miner and the coal planer or stripper have tended to take the coal miner out of the laboring class and make him a skilled operator of machinery.

In the beginning of mining in the county, as elsewhere, ventilation of the mines was difficult. Most mines were developed by natural ventilation; then furnaces were built with high large chimneys at the second openings of the mines. The furnace using the principle of the heavier cold air replacing the lighter warm air, would cause a current of air to flow in one opening and out the opening where the furnace was located.

In Cambria County in 1885 a simple single blade disc fan at the Rolling Mill Mine was the only fan in operation, but by 1900 every important mine in the county was equipped with a fan. The adoption of the multiple entry system of airways, coupled with the improvement of the fans increased the efficiency of ventilating systems and has brought ventilation to its present high standard. As late as 1925, "black damp" was a common word among miners. The present day miner hardly knows the meaning of the term.

The drainage of water from the mines has always been a major problem. Some mines attempted to solve this problem by driving the headings on water level grades and the rooms up the pitch of the seam. Much

water was bailed into barrels with pipe lines attached to them. Many of the early gathering pumps were hand operated. These were called "Johnny Armstrong" Pumps. Shaft and slope operations were equipped with steam powered pumps.

Today's most advanced pumping plants include compressed-air powered gathering pumps which are very portable and simplify the pumping problems at the working faces. The multiple stage centrifugal pump now permits high volume, high head pumping.

The progress toward greater safety in the mines has followed the trend of mechanical improvements. The state government, the federal government, the operators and the miners have combined on educational, inspection and supervision programs. The better inspection and supervision have certainly helped prevent accidents but improvements in the conditions maintained inside the mines have possibly done more. The extensive use of rock dust has minimized the probability of mine disasters. Better timbering methods involving the use of steel timbers and the adoption of roof bolting have tended to reduce the number of roof fall accidents. More substantial railroads, which are better maintained, and better rolling stock have reduced transportation accident potential. Mechanical loading has reduced the exposure to roof falls at the faces and has lessened car handling exposure to the miners. All these factors have contributed to better safety records.

Although records were kept in the Department of the Interior relative to the production and activities of the coal mines, it was not until July 15, 1897, that an Act of the Legislature authorized the formation of a Bureau of Mines in the Department of Interior. Under an Act of May 15, 1893, the number of mine inspectors was limited to ten and, until the Department of Mines of Pennsylvania was established by an Act of April 14, 1903, Cambria County was served by inspectors of the Sixth and Tenth Bituminous Districts.

An office of the department is maintained in the Ebensburg Courthouse Annex. W. Garfield "Tommy" Thomas, Deputy Secretary of Mines for the Bituminous Mines, is in charge. Mr. Thomas, who was chief engineer for the Ebensburg Coal Company, is also president of the Pennsylvania Safety Association.

A mine rescue and first aid truck is stationed in Ebensburg to serve the area in times of trouble and to teach mine rescue and first aid to miners and other citizens of the district. Hundreds of persons in the area receive the benefits of this training each year.

The United States Bureau of Mines was best known in Cambria County for the Mine Rescue Cars which visited the mining communities and taught

mine rescue and first aid to the miners while the car stood on some railroad sidetrack.

In 1931 a new organization came to Cambria County sponsored by the U. S. Bureau of Mines for the dissemination of safety information and to secure better co-operation between the company and employees in the promotion of safe practices in the mines. In February of that year the North Cambria Council was organized in Barnesboro with William B. Wardrop as president. Local chapters were established at the mines and were affiliated with the council. Richard Todhunter Jr. is the incumbent president.

In April, 1931, the Ebensburg Council began meeting in the Cambria County Courthouse in Ebensburg. James McCarthy of Portage is presently serving as president.

In 1921 the North Cambria Mining Institute was organized in Barnesboro. The first president of the organization was William B. Wardrop. The Institute has brought into the county many outstanding men of the industry to discuss the varied phases of mining and thus helping to spread new ideas for progress and safety. Dennis J. Keenan is the president.

The Central Pennsylvania Safety Association was organized in 1938 for the advancement of first aid training.

The 15th Bituminous Emergency Council was organized during the World War II period. The purpose of the council was to be prepared for service in any major emergency. George Resick is president of this group.

No definite date can be set as the time of the organization of a miners' union in Cambria County, but it is known that the Knights of Labor were in existence prior to 1890.

The first president of District No. 2 of the United Mine Workers of America was William B. Wilson of Blossburg, Pa., who later became a member of Congress and was the first Secretary of Labor in the United States under Woodrow Wilson. Richard Gilbert of South Fork became the first secretary-treasurer of the district. Edward Sweeney of Lilly has served in that position since 1939. John Ghizzoni now serves as acting president.

The early pioneers of the United Mine Workers in Cambria County included Peter McNeil, James Curry, George Bassett, George Cowan, David Cowan, Thomas Meehan, James Feeley, U. Ed. Swartzentruver and William Sweeney.

In 1914 Andrew B. Crichton estimated the coal reserves of Cambria County as 4,669,440,000 tons. At that same time he estimated that less than 1,000 tons of coal were mined in 1843 and that four million tons were mined up to and including 1879. The year

1900 was the first year that more than 10 million tons were mined during the year. In two war years—1918 and 1942—more than 20 million tons were mined each year. In the more than 100 years of mining, Cambria County mines have produced approximately 842 million tons of coal. With 85 per cent recovery the tonnage exhausted will be 968 million tons, leaving 3,700,000,000 tons available for the future. At the present rate of extraction, Cambria County will be mining coal 300 years from now.

AGRICULTURE

Cambria County's good earth has been and is good to its sons. From its depths come millions of tons of rich coal. From the top soil sprout grain, vegetables and fruit. And on it graze fine herds of dairy and beef cattle. All part of the big agricultural picture.

The county's multi-million dollar agriculture enterprise feeds the hands that dig the coal, that pour the steel and that turn the wheels of commerce. The farms offer the economic stability back of coal and manufacturing—major employment industries of the county. But, it was not always so.

The first white settlers here were not intent on the raising of crops for sale. Wild game from the verdant forests was the backbone of the pioneer menu. Meager crops raised by the cabin dwellers of that early day were sufficient only for their own needs.

In fact, most of the pioneers grubbed in the top soil only enough to enhance their meals of wild game with some grain. Other necessities of life were toted slowly over mountainous paths from such then far-away points as Bedford and Blairsville.

The logging industry then was the big attraction because of the county's many rushing streams and huge stands of vital timber. As other industries developed there was an ever-increasing need for more food for that growing population. And, there were

those pioneers, skilled in hand cultivation, ready to offer it. Farming in those days required hard work and much know-how.

Even after a forest had been hewn down to make way for fields, the raising of crops was tedious. Most of the work was done by hand because the land was full of stumps and roots. It was then a homemade shovel plow that turned the soil to make way for seeds. This was followed by a bushy branch covering the seeds with a light blanket of earth.

From these almost herculean efforts came tiny returns—but today Cambria County is blessed with a farming phenomenon. Now more than 164,000 acres of the county are under cultivation—about 37 per cent of the total area. From the green acres of some 2,200 farms come almost $7 million worth of crops each year.

Although Cambria County now ranks first in the state in pea production and sixth in potato raising—by far the biggest percentage of farm income locally comes from dairy herds.

This bears out what surveyor J. A. Caldwell wrote in about 1890. He stated:

"Cambria County is not distinguished as an agricultural county, her soil being better adapted to grazing than grain growing. Still a large portion of the north produces excellent crops of wheat, and the same may be said of the hilly portion of southern Cambria. The level portion of the county is too cold and 'spouty' for fall grain, but produces excellent crops of grass. Corn is not a favorite of her soil, but oats is produced in abundance. The length and severity of the winter is all that hinders her from being one of the finest stock growing counties in the state."

The fine milk production and the excellent records of cattle raisers give proof to the prediction of the surveyor more than half a century ago.

Progress in other fields of commerce has been matched in farming. The pioneer harvested his grain with a scythe or cradle and then raked it by hand. The grain was separated from the straw, by flailing it on a barn floor. The flail was made of two pieces of wood connected by a rawhide thong, permitting a whirling motion while beating the grain.

Mechanical advances came slowly in those early days. Cambria County farmers did not use mechanical reapers until about 1880. About the same time the first mowing machines, drawn by horses, were used in the county.

Nineteenth Century farmers seldom had more than five acres of potatoes under cultivation. Today a farmer will plant many acres in spuds.

The pioneer farmer had to cope with unfavorable geographic and weather conditions. This led to meetings and conversation with others also toiling in the soil. This gradually led to neighborhood and community gatherings to discuss mutual problems.

In 1877 farmers' institutes were set up by the Pennsylvania State Board of Agriculture (now the Department of Agriculture). Farmers of Cambria County gladly joined with the others to attend lectures and receive certain scientific instruction.

As the coal mines opened, as the rail lines spread across the county and as manufacturing plants started the trek of people into Cambria County, the need for food grew and grew.

And the farm folk were ready to till the soil to produce all they could. They were proud of their pioneer agriculture and soon were ready to exhibit it.

About a century ago a Cambria County Fair was opened. This exposition also grew and grew until it closed down during World War II. It re-opened in 1946 and since has continued. In the years since the war, the attendance at the fair has been about 100,000 persons annually.

However, the early farmer still was groping for professional advice. This aid came late in the Nineteenth Century while the state-sponsored institutes still were alive. In 1890-91 a statewide farm organization was started known as the Farmers Alliance. Several hundred farmers in Cambria County joined the movement. Its principal purpose was to aid farmers in buying supplies cooperatively.

The Alliance did not completely fill the need. The Grange soon came to the attention of local tillers of the soil. In November 1894 a total of 15 Alliances in the county switched over to the Grange which since has become one of the largest national farm organizations in the country.

Even then, the science of farming needed a medium of transmission. Out of this need was born what is now the extension service of Pennsylvania State University. About 40 years ago the extension came to Cambria County.

Science also found means of helping the farmer in other ways. The slow, plodding oxen of the field gave way to the horse and the mule. These were turned out to pasture early in this century when the first motor tractors made their appearance in Cambria County. The first such tractors were known as auto plows and bore little resemblance to the field power plants in use today.

Although the horse plays an almost silent farm role today—other animals push the value of the farm upward here as elsewhere. They are milk and beef cattle, chickens and hogs. The most important of the county's farm products are milk, eggs, potatoes, pork and beef, small vegetables and small fruits.

Dairy farmers are producing about 36 million pounds of milk each year—or about 100 quarts per person. However, this still is far from meeting the needs in the home county alone.

Poultrymen are picking up more than a million dozen eggs each year. This would give each person one egg every four days—not enough for present menus.

Potato production in the county is about 500,000 bushels per year—which just about meets the needs of Cambria residents. The production of vegetables and small fruit, valued at a quarter-million dollars, is important but does not nearly meet the Cambria rate of eating.

Top-grade potatoes are raised here and in large quantities. In fact, the county rates in the first 10 in production. Proof of it is seen in the fact that one Cambria County family has won 12 State Farm Show grand champion ribbons since 1929. These ribbons indicate the best in the show.

Farm people in the county long have felt the need for civic and social improvement. And they did something about it. The Grange, Homemakers Clubs, 4-H Clubs, Future Farmers of America and Future Homemakers of America and many others are products of these desires.

For instance, the 4-H program got started in the county about 40 years ago with 100 young people and about eight clubs. Today it has mushroomed into more than 700 members in well over 25 clubs.

The search for scientific improvement goes on. The most recent result of this in Cambria County was the establishment four years ago of the Cambria Soil Conservation Program. From it the farm folk learned the scientific approach to contour farming, strip cropping and crop rotation principles.

This search for better methods and better crops goes on and on—just as the need for food continues.

Civic enterprise also mark Cambria farm folk. They have been instrumental in securing for themselves rural telephone service, rural electric lines, rural free mail delivery, paving of rural roads and myriad of other improvements of advantage of themselves and the public they serve.

Proof of the service the farm folk render in this county is seen in the fine record Cambria County entries make each year at the Pennsylvania Farm Show.

A SHORT HISTORY OF BENSHOFF PRINTING COMPANY

1867—J. Q. A. Benshoff, father of Arthur M. and Harry M. Benshoff, established a book and news stand at 206 Main Street in Johnstown, Pa.

1879—Blank book and printing department added and Arthur M. Benshoff admitted to the firm. The business, then known as J. Q. A. Benshoff & Son, was located at the corner of Main and Franklin Streets.

1889—April 1—Harry M. Benshoff admitted to the firm, the Henning Building at 172 Main Street (where Grant's Store now stands) was purchased and the business moved to that location. The business was completely destroyed in the Flood of 1889, and both J. Q. A. Benshoff and his son Arthur M. Benshoff were lost in the flood. As soon as space was available, Harry M. Benshoff started up in a room in one of the Park Buildings, erected by the Flood Commission, in the Public Park.

1890—April 1—Moved to Hannan Building on Franklin Street, where U. S. National Bank now stands. Later moved to Green Building, corner of Vine and Franklin Streets.

1912—Erected a building, rear 1108 Franklin Street, and moved the business to the Eighth Ward.

1922—Plant completely destroyed by fire. Started up again at 46 Valley Pike—our present location.

1924—Incorporated.

1930—Donald M. Benshoff, one of the incorporators and a son of Harry M. Benshoff, died.

1933—Plant again partially destroyed by fire. Started up again, same location.

1936—St. Patrick's Day Flood caused very little damage to the printing plant, which is located on second floor of the building.

1947—December 31—Harry M. Benshoff retired and Corporation dissolved. Ned Benshoff, son of Harry M. Benshoff, purchased the business and continues to operate it as a proprietorship under the name of Benshoff Printing Company.

xxx

By resolution, duly adopted by the Directors of Cambria County Sesquicentennial, Inc., it is provided that the net proceeds of the Sesquicentennial Celebration be given to the Cambria County Historical Society.

The amounts so received, together with the net proceeds of this commemorative booklet, will be added to the society's building fund which has already been established in a small way.

It is the plan of the officers and directors of the society, that sometime in the future there will be a museum and library in the County Seat to house the valuable collection of books and historical objects established by the preceding officers and directors of the Cambria County Historical Society.

The assistance and support of those who have aided the officers and directors of the Cambria County Historical Society is gratefully acknowledged.

xxx
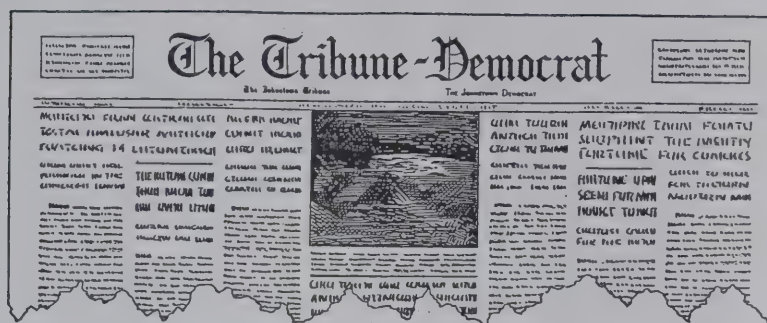
1853

1954

Recording the History of Cambria County for Over 100 Years!

The Johnstown Tribune was founded as a weekly newspaper December 7, 1853, by James M. Swank. It was then known as The Cambria Tribune.

The Tribune has been published continuously since that date, with a two-week interruption following the Johnstown Flood of 1889 and a two-day interruption during the flood of 1936.

The Tribune became a daily newspaper March 3, 1873, but a weekly edition was published until November 9, 1917.

The Tribune has had only four editors and publishers, namely: James M. Swank, from December 7, 1853 to January 7, 1870—during this period Mr. Swank had a temporary partnership with John M. Bowman which lasted for three years; George T. Swank, from January 7, 1870, to April 5, 1902; Anderson H. Walters, from April 5, 1902, to December 7, 1927, and Walter W. Krebs, from December 7, 1927, to date.

Mr. Walters and associates purchased the paper in 1902 and Walter W. Krebs, who became president of the Johnstown Tribune Publishing Company upon the death of Mr. Walters, represents the same interests.

The Johnstown Democrat was founded as a weekly newspaper March 5, 1863, and changed to a daily newspaper August 22, 1888. Warren Worth Bailey became editor and publisher on February 1, 1893, and continued until his death November 9, 1928.

The Johnstown Democrat was purchased by The Johnstown Tribune Publishing Company on August 9, 1934, and continued as a morning newspaper.

The Johnstown Tribune and the Johnstown Democrat were merged into an all-day newspaper, The Johnstown Tribune-Democrat, on September 8, 1952.

Published by

THE JOHNSTOWN TRIBUNE PUBLISHING CO.

WALTER W. KREBS, President

THE FAMOUS KELLY CONVERTER

Displayed in the lobby of Bethlehem Steel Company's Johnstown Plant office is the original Kelly Converter—one of the important historical relics of both the steel industry and the city of Johnstown. This crude "blower," converting pig iron into steel in a matter of minutes, was the forerunner of the Bessemer Converter, paving the way for the modern steel industry. It was developed at Johnstown Plant by William Kelly, about the year 1857.
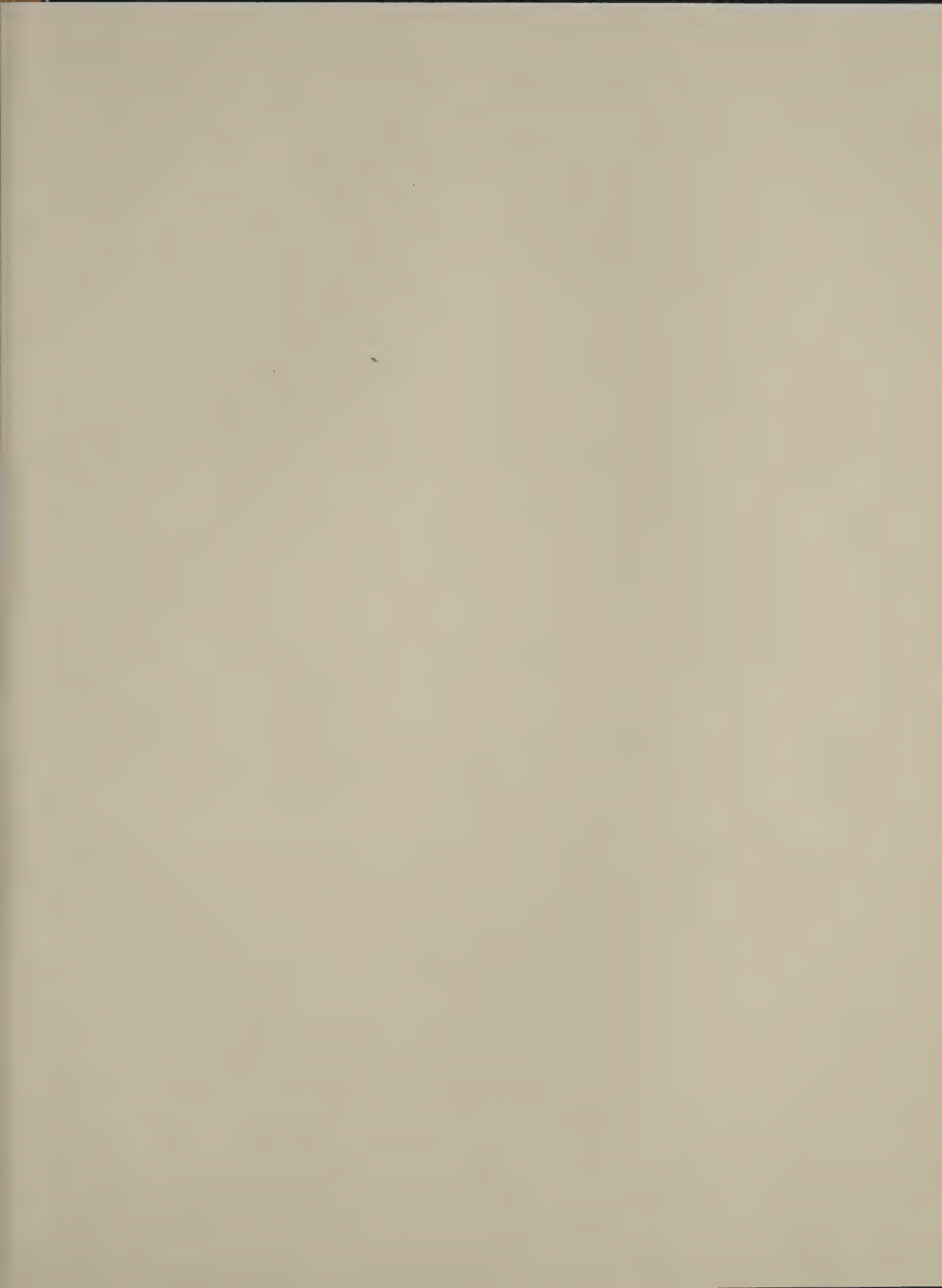
*   *   *   *   *
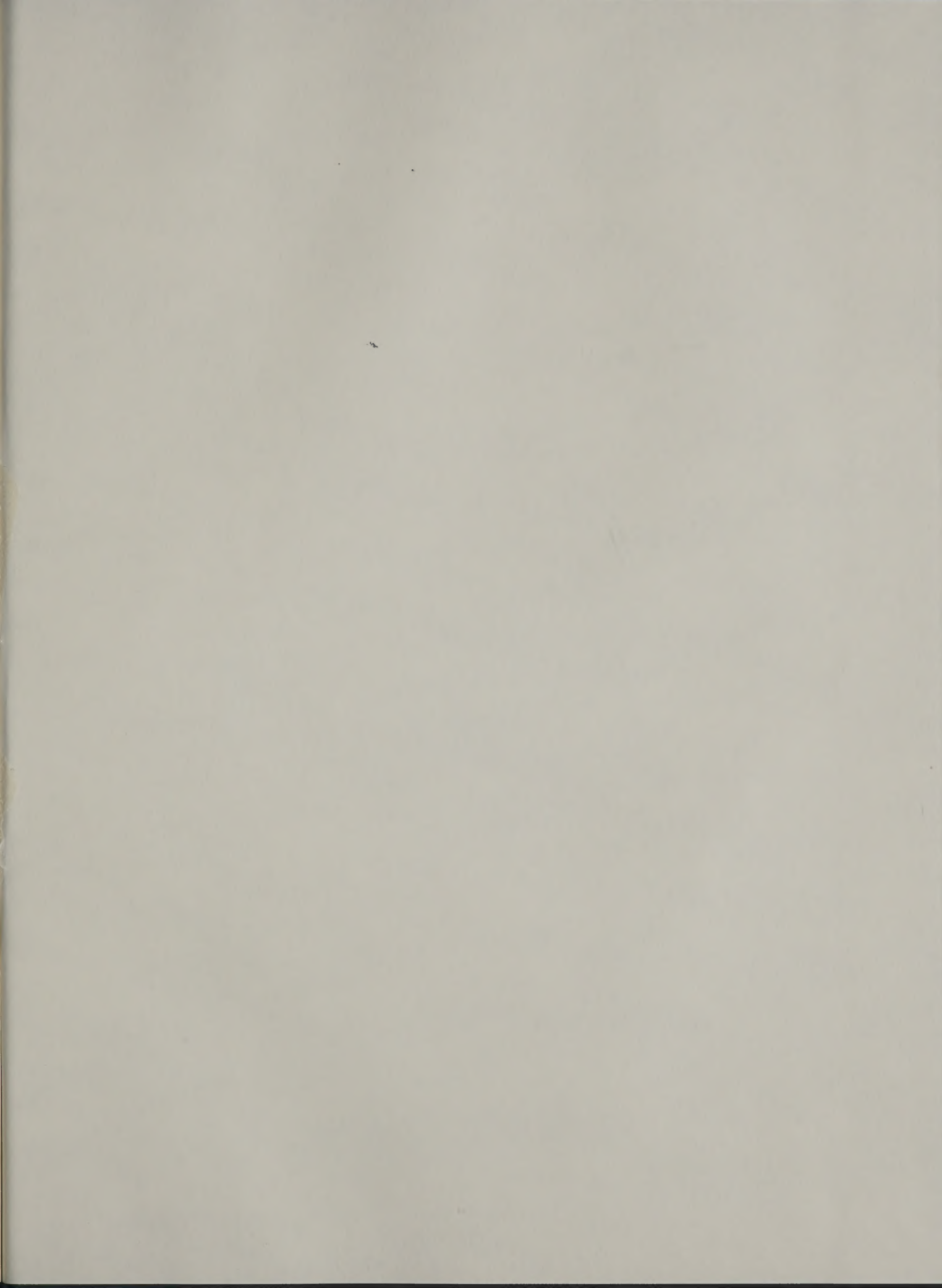
Chronology of Johnstown Plant

The Johnstown Plant has been operating since 1852, under these ownerships:

1852	Cambria Iron Company
1855	Wood, Morrell and Company
1862	Cambria Iron Company
1898	Cambria Steel Company
1916	Midvale Steel and Ordnance Company
1923	Bethlehem Steel Company

Johnstown Plant
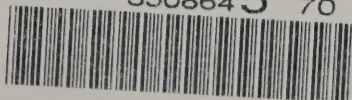## BETHLEHEM STEEL COMPANY